10 YEARS AGO: FREDDIE'S FLYING 200

CYCLE NEWS®

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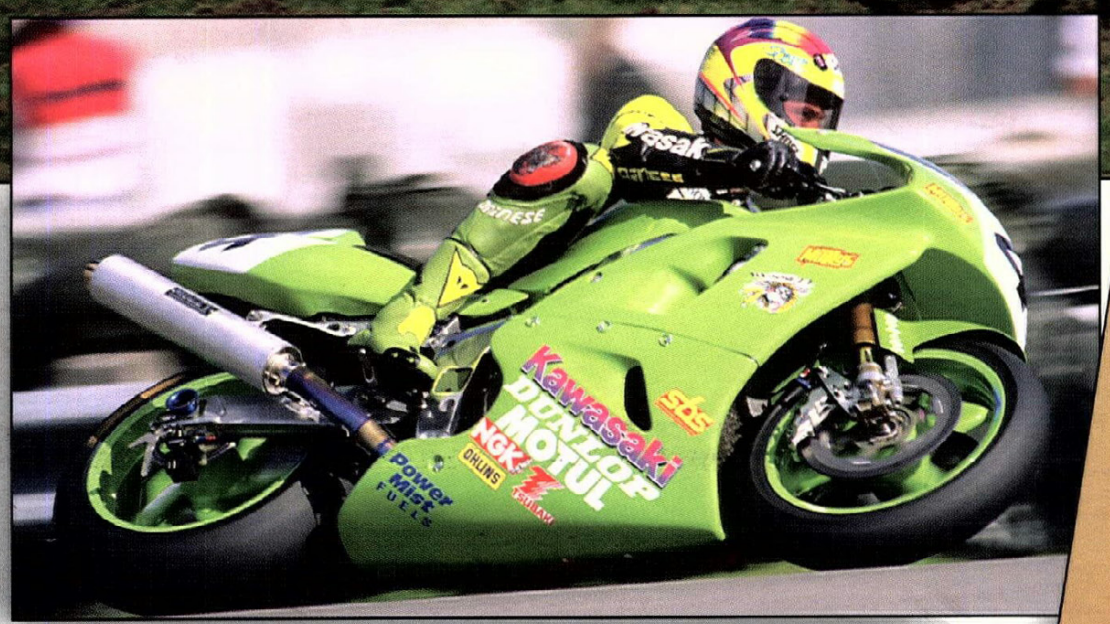
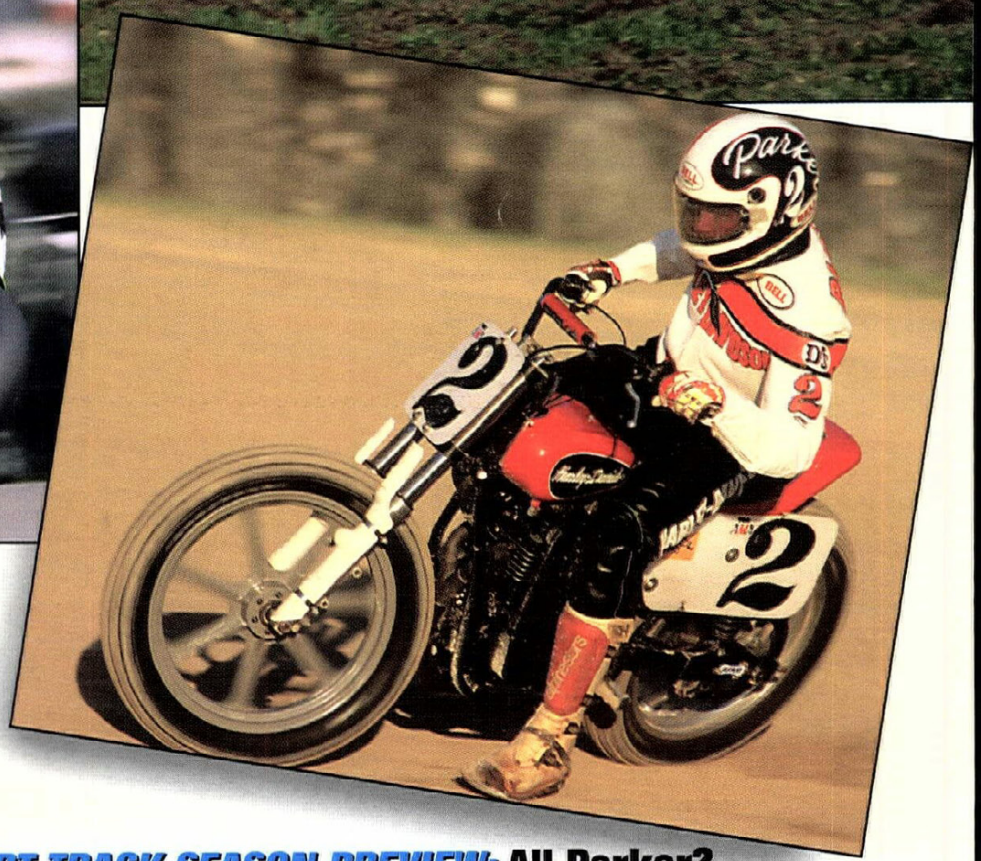
1995 DAYTONA PREVIEW ISSUE

Ready, set, go...





DAYTONA 200 PREVIEW
Russell vs. Fogarty vs. The World...

1995 ROAD RACE SEASON PREVIEW
Predictions and more.

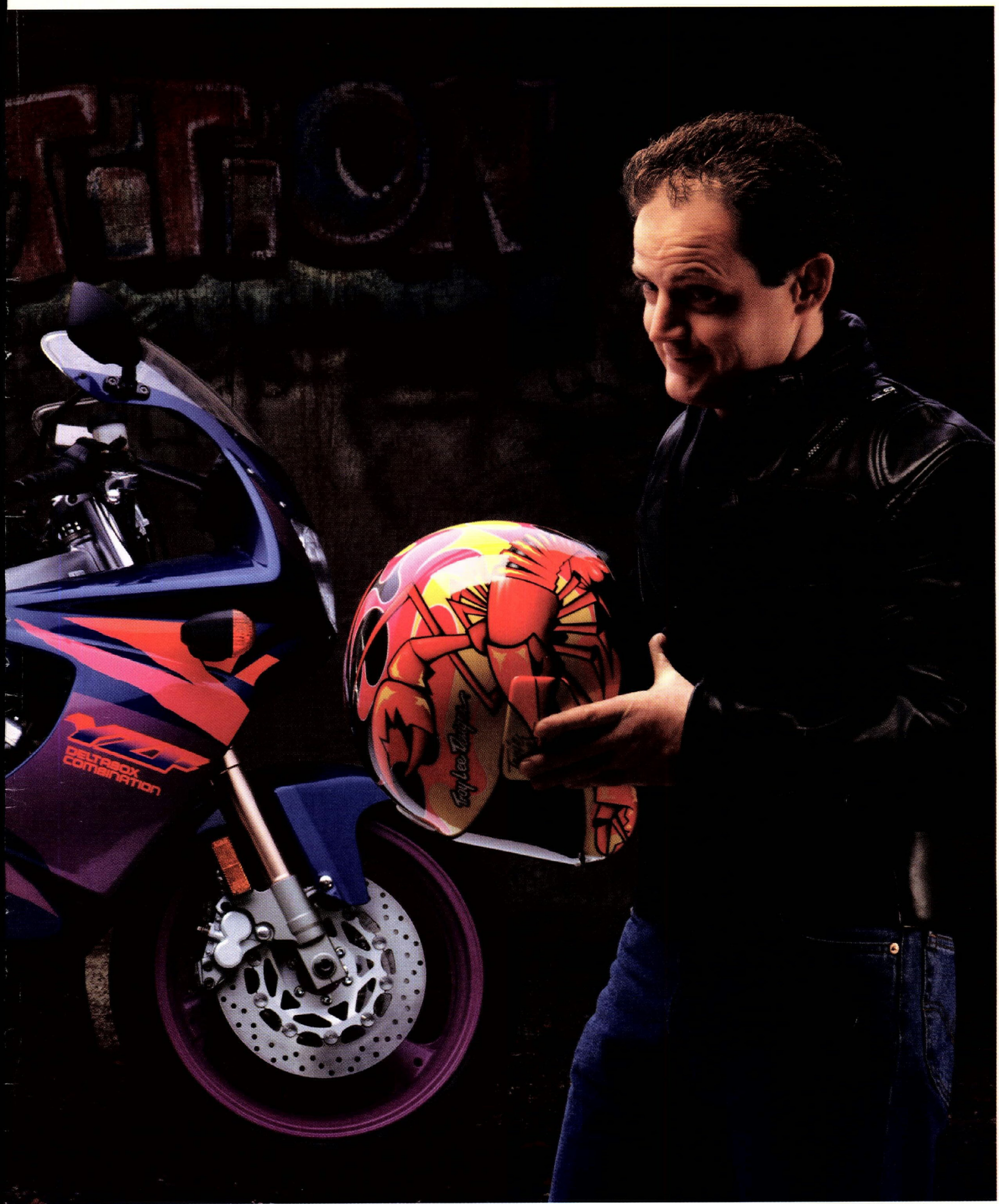
1995 DIRT TRACK SEASON PREVIEW: All Parker?

INTERVIEWS: Mike Smith, Anthony Gobert, Steve Morehead, Greg Albertyn and more...

MAILED FEBRUARY 21, 1995
TIME DATED MATERIAL

Take the Supersport Champion to the streets.

Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding



Jamie James and the YZF600R.

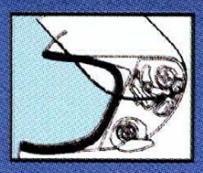
YAMAHA

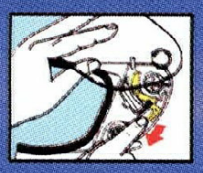
the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. ©1995 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630) **For the Yamaha motorcycle dealer nearest you, call 1-800-88-YAMAHA.**

It Looks Loud, but It's Really Quiet.

It's quiet.

Say goodbye to wind noise. The coverless, built-in MecaShield design allows the shield to lie flush with the shell for minimal wind resistance. Shield side covers cause turbulence and noise, so we invented a design that eliminated this problem. RIDER magazine said of twelve helmets they tested that "the RF-700 is the quietest helmet in the test".





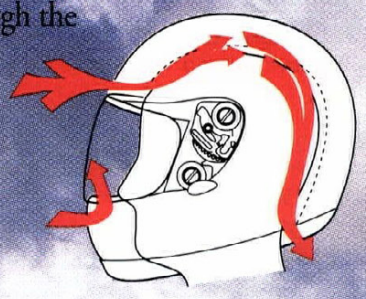
It's easy.

Helmets made by other companies have shield side covers that are noisy and difficult to remove. The RF-700 features the revolutionary Shoei® Quick-Release Base Plate System.

This new one-touch system allows you to easily and quickly remove the helmet's face shield. No tools are needed. All it takes is one finger to release the lever on each side and the face shield is easily removed. RIDER magazine says, "Shield optics are excellent, the changing drill is the quickest and easiest in the business...".

It's cool.

The Shoei® RF-700 helmet features a highly efficient ventilation design that keeps your head cool by drawing fresh air in through the



upper and lower front intakes, flowing it around your head, then expelling it through the rear outlet.

It's efficient.

The low-resistance shape of Shoei® helmets is the result of wind tunnel experiments and actual race circuit testing to position the air intakes and outlets for optimum efficiency and least wind drag.

It's easy on the eyes.

All Shoei shields (even clear!) absorb 100% of the sun's harmful UV A and B rays, and they come in 3 shades of smoke, hi-definition and brilliant iridium.

Get your head inside a Shoei® RF-700 today, and experience the difference a little peace and quiet can make.

SHOEI®

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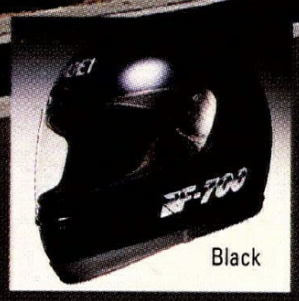
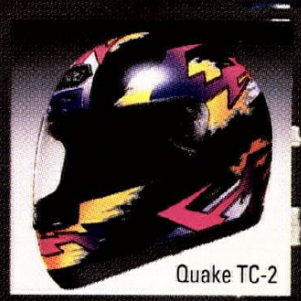

Black

Rage TC-1

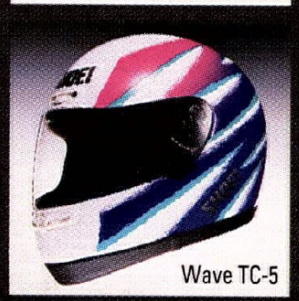

Quake TC-2

Spark TC-3

Rage TC-4

Quake TC-1

Quake TC-4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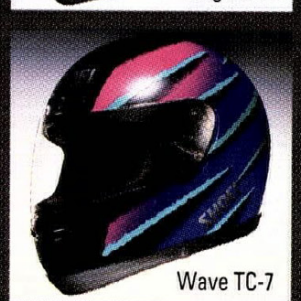
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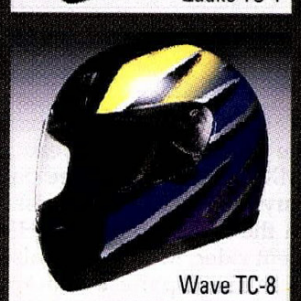

Wave TC-8

For more information on Shoei Helmets call (213) 628-0275, or write Shoei, 333 So. Hope Street, Suite 2550, Los Angeles, CA 90071

Ty Davis (Kaw) was the overall winner at the opening round of the AMA National Championship Enduro Series in Coalinga, California, on February 19. The runner-up was six-time National Champion **Randy Hawkins** (Suz).

Defending champion **Robert Patterson** (Suz) won round seven of the AMA Mid-South Winter Hare Scrambles Series in Lawrenceburg, Tennessee, on February 19. **Terry Cunningham** (Yam) finished second ahead of **Duane Conner** (Yam).

Spaniard **Marc Colomer** (Mon) appears to be on a roll, as he won his third Indoor Trial World Cup event in a row. Colomer's most recent win came in the Monte Carlo, France, round on February 12, where he bested **Steve Colley** (G-G) in the final runoff. **Bruno Camozzi** (Bet) was third. Colomer now leads **Jordi Tarres** - who was eliminated at Monte Carlo - in the series point standings, 851-715. **Tommi Ahvala** is third with 520. The previous day, February 18, Colomer also won the opening round of the Spanish National Championship (outdoor) Series, held in Carcaixent, Valencia. There, he bested runner-up Tarres and third-placed **Amos Bilbao** (Bet).

Mike Healey (Yam) was the big winner at round four of the CMC Velvetouch Golden State Nationals, held at Sunrise Valley Raceway in Adelanto, California, on February 19. Healey topped **David Pingree** (Kaw) and **Brian Deegan** (Hon) in the 125cc Pro class, and bested **Jeff Matiasevich** (Kaw) and **Ray Sommo** (Yam) in the 25+ Pro division. **Kyle Lewis** (Yam) topped Healey in the 250cc Pro class, while **Rich Taylor** rounded out the top three. Taylor beat out **Terry Fowler** and **Shawn Wynne** in the 500cc Pro class. All three were Honda mounted.

Road racer **Jimmy Filice** crashed his Padgett's Yamaha YZR500 in the final session of the IRTA test in Jerez, Spain, on February 12 and suffered a hairline fracture in his right leg. The injury is not serious and Filice should be back in action in three to four weeks, and is not in danger of missing the first Grand Prix which will be held on March 26 in Eastern Creek, Australia.

Erion Racing has replaced Jimmy Filice with **Michael Barnes** for the 1995 AMA 600cc Supersport and SuperTeam Series. Filice was previously announced as the rider who would join **Larry Pegram** on the team, but the Californian opted to go GP racing with the Padgett's Yamaha team. "While we were sorry to lose Jimmy, we certainly understand him grabbing the opportunity to race in Europe. It's something that he has wanted for a long time and we wish him the best of luck. We have worked with Michael Barnes before and he is an extremely talented racer, and we are really pleased to have him aboard for the upcoming season. His skill and ability coupled with that of Larry Pegram will certainly help to give us an edge on the competition."

A **prototype Honda** with a perimeter frame was ridden at the Beaucaire Classic MX race in France (see page 34) by **Tatsuyuki Motoki**. He finished 18-14-25 in the three motos. The HRC development rider, Motoki, will also ride the bike in the Japanese championships this summer and had accompanied HRC and Kayaba technicians who were in Europe for preseason tests with official Honda rider **Kurt Nicoll**. Motoki's bike also had the same Kayaba suspension as Nicoll's bike. The Brit described the massive 51mm conventional Kayaba forks as "the best I have ever used." Presumably Honda is looking at production for 1997 at the earliest, but onlookers also got the impression that the entire project may be nothing more than an evaluation exercise. **Jaimy Scevenels** has now been drafted into the HRC team but will not ride the full-works Honda. "Jaimy won't get a bike like Kurt's, but it will be more than the kitted bikes available to the national importers," explained team boss **Eric Geboers**. "We will undoubtedly ask him to test some modifications in the course of the year."

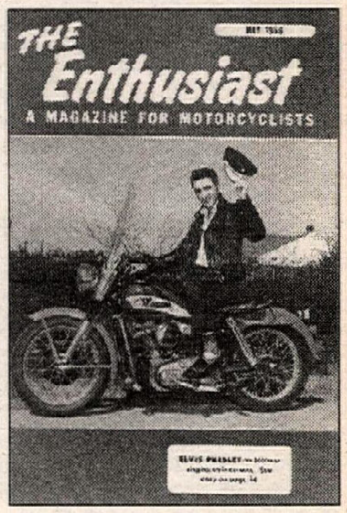
World 500cc MX Champion **Marcus Hansson** was a non-starter at the traditionally star-studded Beaucaire race. The Swede had suffered a broken nose at Georges Jobe's Retinne/Belgium base during the previous week and will be out of action from anywhere up to a month. Details of how the injury occurred were vague, but unconfirmed reports suggest that the Swede and his team boss were out play-riding on trials bikes when metal piping was dislodged and struck the champ in the face. **Danny Theybers** could not replace his Belgacom teammate in Beaucaire as he recently had an operation on an old shoulder injury. Twelve months ago Jobe was involved in a head-on collision with then teammate **Gerald Delepine**. February just doesn't seem to be Georges' lucky month.

It was a still-battered Rinaldi Yamaha team that went into action at Beaucaire. World 125cc MX Champion **Bob Moore** had been back riding for just one week after breaking a bone in his left ankle again at a supercross race in December, a scaphoid injury prevented **Chicco Chiodi** from training until the end of January and **Andrea Bartolini** had been unable to practice for 10 days after an emergency cartilage operation on his right knee. Only **Yves Demaria**, whose main sponsor will be Oxbow rather than Chesterfield, was anything but race-fit, though training advisor **Jacky Vimond** insisted that he was not expecting Demaria to win in the first race of the year: "It will be a long season and I don't expect Yves to be 100 percent even for the first GP," said Vimond. "It is more important that he is at his peak for the final rounds of the world championship." Demaria will use upside-down Kayaba forks this year, while the other three team members will rely on conventional Ohlins units. All riders will use Ohlins rear shocks.

Changes seen on the **factory Suzukis** at Beaucaire were mainly refinements, but the rear linkage had undergone significant changes and was mounted in the center of the swinging arm rather than on top. Huge 49mm KYB front forks provided the front damping.

Smaller 46mm upside-down Kayabas were fitted to the factory Kawasakis of both **Stefan Everts** and **Tallon Vohland**, who had been testing locally with team boss **Jan De Groot** for the last 10 days. The American is being accompanied by big brother **Tyson Vohland** this summer. **Remy Van Rees** is riding a De Groot-prepared bike for the Dutch importer, while 16-year-old **Sebastian Tortelli** is under the wing of Kawasaki France in the 125cc GPs. De Groot said, "I helped to bring them together and his (Tortelli's) bike is tuned by us. He shows great talent and perhaps we can incorporate him in the factory team in future years."

Elvis' Harley



The Harley-Davidson Motor Company has acquired the 1956 Harley-Davidson which was originally owned by Elvis Presley. The KH model Harley was Elvis' first motorcycle and was made famous by a photo (right) that appeared on the cover of the company's magazine, The Enthusiast, in May of 1956.

The pepper-red-and-white motorcycle was purchased from a private owner in Memphis, Tennessee who was a friend and riding companion of the King. The vehicle and title will become part of Harley's permanent collection of historical materials. The purchase price of the motorcycle was not released, but the company confirmed that it had been in discussions with the owner for several years. The 1956 Harley KH model featured a 55-cubic-inch engine with an integrated four-speed transmission, and it was the last of the K model street bikes which were replaced in 1957 by the OHV Sportster XL model. The motorcycle will be on display for the first time at Harley-Davidson's exhibit in the Ocean Center in Daytona Beach, Florida, during Bike Week on March 7-11.

Former 250cc World Champion **Danny LaPorte** has been appointed team manager of the Magic Bike Honda team for which American **Jimmy Button** will contest this year's 125cc World MX Championship. "I've been over in Italy for a week," said the 21-year-old Button at Beaucaire, "and it might be hard for me to do good here. I haven't been on a 250 since December and this is a stocker. We've been testing my GP 125, and all I am still waiting for are the 46mm upside-down KYB forks which are due next week." The GP Honda will also use an FMF pipe, as did Bob Moore's victorious Yamaha last year.

A new **Dunlop** front tire for the Harley-Davidson 883 National Championship Dirt Track Series will make its racing debut at the Daytona Short Track. The K180, Dunlop's first-ever dirt track tire, is available in just one size (110/80-19) and was specifically designed for use in SuperTwins dirt track racing. The tire is DOT-approved and features a full dirt track tread pattern. Dunlop has also announced two additions to its line of K591R road race tires. "The K591R's been seriously updated for the 883 SuperTwins with new softer, grippier compounds on both front and rear tires," said Jim Allen, Dunlop's road race coordinator.

According to the AMA's **Ron Barrick**, the AMA will no longer provide on-site licensing or one-day licenses at its road race events. All racers must have an AMA license prior to race day.

The AMA will host the **World Championship Prize Giving** at the conclusion of the 1995 racing season. The prize giving, which is held annually to give World Championship medals and certificates to the World Champions in every aspect of motorcycle competition, will be held in Las Vegas, Nevada, on December 16. The AMA will also hold their **AMA Professional Awards Banquet** in Las Vegas on the same weekend in December.

Fritz Martin was the grand prize winner in the *Cycle News* Daytona Sweepstakes. Martin wins a TravelCraft package that includes air fare, rental car, six days and five nights in Daytona Beach, Florida and VIP tickets to the 600cc and Grand National Dirt Track Series opener, the Daytona Supercross by Honda and the 54th Daytona 200 by Arai.

Longtime technical service and road race mechanic **David Ray** has announced that he will be retiring from the sport, effective February 20. Ray says the fax and telephone tech assistance line he operates will no longer accept calls and he will no longer attend any motorsports and racing functions. "I would like to thank Steve Whitelock, Kevin Cameron and Hurley Wilvert for 25 years of continued support, Russ Collins for being Russ, Greg and Patty K. for caring, Al Salaverria for just an incredible 1990 racing year, Harry Klinzmann for the early years and wins, the people of Merced, California, for 10 great years and last but best, Jon and Susan Cornwell for simply the best time I've ever had in racing," Ray said. "It's time to leave the mainstream and find that quiet place to relax and watch the cat catch mice."

The **Thunderbike Trophy** series, which will run in conjunction with several of the World Championship Road Race Series events, has undergone some changes to the technical rules. The motorcycles must be from 501 to 600cc four-strokes with a maximum of four cylinders; the compression ratio may be altered; all gearbox ratios can be altered; the airbox may be altered provided that its shape is as homologated; and the shape and material of the wheels may be altered (with the exception of carbon fiber), but the rim width and diameter must be as homologated.

For those Kawasaki riders who plan on attending the upcoming GNC Finals in Lake Whitney, Texas, **Team Green** will be conducting a rider test day as well as a riding school on Thursday, March 16. Kawasaki riders that are pre-entered and are interested in attending are encouraged to call Ron Heben at 714/770-0400 ext. 2228, or Jeff Chambers at 404/349-2000 for more information. Heben says that if you are interested, then call early, because the number of riders will be limited.

Though he is contracted to contest the entire SuperTeams and 600cc Supersport Championship Series for Erion Honda, **Larry Pegram** will continue to contest the non-conflicting rounds of the AMA Grand National Championship Series. Pegram will pilot Skip

IN THE WIND

Eaken-tuned Harley-Davidsons with backing from LA Racing, Team Powell, Workman Harley-Davidson and Mike Sponseller.

Frank Nye of Engines Only reports that the AMA has approved a new **100cc four-stroke pilot program** to be offered as an exhibition class at selected AMA-sanctioned dirt track events. For more information about rules, available classes and scheduling, contact Formula 100 at 408/371-6871.

There has been a scheduling change for the March 24-26 **Arco Arenacross**, which is a round of the CMC Sunstar Sprocket Spring Classic National Series. The Sportsmans will now race on Sunday instead of Saturday. There is no change in the Pro dates, which are still scheduled to compete on Friday and Saturday. For more information call 702/267-4392.

The February 26 **GFI California Winter Series North vs. South Showdown**, where the Northern riders challenge the Southern riders at Perris Raceway in Perris, California, to determine the GFI California State Champions will not only include Yamaha's contingency program, but will now feature Suzuki and Honda contingency programs, as well. For more information call 909/943-3302.

Former motocrosser **Tony Wynn** who was known for his flashy riding style back in the early '70s, was killed February 10 in an automobile accident near Bismark, Arkansas. Wynn's best season finish was 10th in the 1972 National Championship 250cc MX Series. Wynn, 41, was from North Little Rock, Arkansas, and services were held in nearby Big Flat. Cards and letters may be sent to his son Jason at 2956 Eric Lane, Farmers Branch, TX 75234.

The **Over The Hill Gang** is having its first Daytona Beach breakfast/bull session at 8:00 a.m., Friday, March 10, at Sinbads Restaurant on the southeast end of the Port Orange bridge. White Plate Flat Track Association members are encouraged to attend.

Kawasaki's **Good Times Owners Club** has announced its schedule of events for Daytona Bike Week. The club will host seminars on Thursday, March 9, from 4:00 p.m. to 6:00 p.m.; will host a barbecue on Friday, March 10, beginning at 5:30 p.m.; and will put on a bike judging contest (best sport, touring and cruiser bikes) on Saturday, March 11, at 10:00 a.m. Race day activities on Sunday, March 12, will include an accessory drawing, hospitality and gear check-in services. Demo rides, meanwhile, will be held on Tuesday, March 7, from 10:00 a.m. to 5:00 p.m. and on Wednesday through Friday from 9:00 a.m. to 5:00 p.m. The entire 1995 lineup of motorcycles and watercraft will be held Thursday though Saturday, March 9-11, from 9:00 a.m. to 5:00 p.m. and on Sunday, March 12, from 9:00 a.m. to 1:00 p.m.

Motorcycle artist **Lee Bivens** will be painting two four-by-six-foot murals featuring Honda's Supercross team riders and Smokin' Joe Racing's team riders during Camel Motorcycle Week at Daytona. Bivens will be painting at the Honda Riders Club main display area, beginning on Thursday, March 9 and concluding on Sunday, March 12.

American Bikers Aiming Towards Education (ABATE) of Florida, in cooperation with the Volusia County Fairgrounds, will offer family **camping** during **Bike Week** from March 3-12. The campground is located at the intersection of I-4 and S.R. 44 just 20 minutes outside Daytona Beach. Food, beverages and hot showers will be available, as well as vendors selling anything from motorcycle parts to leather apparel. Live music will be featured on March 8, 10 and 11, as well as many other shows and contests; 24-hour security will be provided. The fee for camping is $6 per night, per person. For more information call 813/359-1973.

Buell Motorcycle Company will showcase its 1995 model motorcycles - along with new accessories and new apparel line - during Camel Motorcycle Week at Daytona International Speedway on March 6-11. A fleet of demonstration-ride motorcycles, featuring the Buell S2 Thunderbolt, will be available for test rides. The Buell demonstration area is located near entrance 50 to the speedway on Airport Boulevard. Buell motorcycles and accessories will also be on display at the Daytona Beach Ocean Center, on N. Atlantic Avenue, in conjunction with Harley-Davidson's Bike Week activities. This display also will feature Buell accessories and apparel and will be open to the public from 10:00 a.m. to 6:00 p.m. on March 7-10, and 10:00 a.m. to 4:00 p.m. on March 11.

Ken "The Shoe Man" Maely wants everyone to know that he'll be closing shop from March 1-15 while he is in Daytona. Maely will return to making steel shoes on March 16.

SLOAN/SHY Racing is looking for MX riders to assist in the feedback/development process with their Honda, Yamaha and Suzuki race bikes. If you're looking for a ride for the rest of the U.S. Supercross Series (125cc Eastern Regional) season, and other regional events (preferably in the Southeast), fax your resume with references to the attention of Curtis Sloan at 800/341-1681.

Four & Six Cycle, in conjunction with **Team Chicago Challenge**, will hold its third annual **road racing seminar** on Sunday, March 26, at 12:00 p.m. at their shop in Chicago, Illinois. The seminar is designed to assist new road racers in getting started in the sport. For more information call 312/539-4600.

The **Daytona Antique and Classic Motorcycle Auction and Vintage Bike Meet** has moved from the old Daytona Beach Armory to a new location at Stetson University in DeLand, Florida. The eighth annual event will be open to the public from 1:00 p.m. to 6:30 p.m. from Wednesday to Friday, March 8-10 and from 8:00 a.m. until all business is concluded on Saturday, March 11. For more information call 904/795-8895.

According to a press release from Thor Motorsports, **Thor** and **Scott USA** have signed contracts that will see them as the title sponsors for the remaining supercross rounds on the U.S. Supercross Series schedule.

NAMED: AgipPetroli as the official fuel supplier of the World Superbike Championship. The agreement between Agip and the Flammini Group will run from 1995 to 1997.

AUTOGRAPH SIGNING: At Dreyer Suzuki in Indianapolis, Indiana, on March 17, from 6:00 p.m. to 7:00 p.m. Team Suzuki's Greg Albertyn, Damon Huffman, Craig Decker, Tim Ferry, Ezra Lusk and Roger DeCoster are scheduled to appear. For more information call 317/243-2203.

AUTOGRAPH SIGNING: At Kawasaki of Ocala in Ocala, Florida, on March 3, from 7:00 p.m. to 8:00 p.m. Team Kawasaki's Mike Kiedrowski, Mike LaRocco, Robbie Reynard and Ryan Hughes are scheduled to appear. For more information call 904/732-8521.

CORRECTION: In an "In The Wind" item in our last issue, we reported that MXer Pat Foster had joined forces with Dave McCoy, owner of Mammoth Mountain, for the '95 season to help get an Amateur MX National and other races to Mammoth, but it should have read, "...McCoy will help Pat *get to the Amateur Nationals and other races* throughout the year."

GRAND OPENING: At Yamaha of Burbank, 1801 W. Burbank Blvd., in Burbank, California, on March 4. Festivities will run from 10:00 a.m. to 4:00 p.m. For more information call 818/845-8738.

CORRECTION: In our New Products item regarding J.L. Barba's "Donner/USA" World Championship Trials Poster, we neglected to mention that there is a shipping and handling charge of $3.50 per poster. For more information contact 702/826-5555.

AUTOGRAPH SIGNING: At Cycle Pro in Santa Rosa, California, on March 31, from 5:00 p.m. to 7:00 p.m. Team Suzuki off-road riders Steve Hatch and Randy Hawkins are scheduled to appear. For more information call 707/527-8888.

AUTOGRAPH SIGNING: At Spaceport Cycles in Titusville, Florida, on March 18, from 3:00 p.m. to 7:00 p.m. Team Suzuki's Guy Cooper is scheduled to appear. For more information call 407/269-5941.

AUTOGRAPH SIGNING: At the Kawasaki display tent at Daytona International Speedway on Wednesday, March 8, from 4:00 p.m. to 5:00 p.m. (Larry Roeseler and Ty Davis); on Friday, March 10, from 2:00 p.m. to 3:00 p.m. (Mike LaRocco and Mike Kiedrowski) and on Saturday, March 11, from 11:00 a.m. to 12:00 p.m. (Scott Russell, Anthony Gobert, Pascal Picotte, Steve Crevier, Thomas Wilson and James Randolph).

HIRED: Colin Fraser as director of competition for the Formula USA Championship Series. Fraser, a well-respected motojournalist, has been the event director for RACE in Canada for the past 10 years. CN

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VOICES
Letters to the editor

Loves everyone

Ninteen ninety-four has been a year of fulfilled dreams. In any avenue of life, there are going to be times of pain and suffering, but as humans, we have to be strong, and feel like we're made of steel. Through sheer drive and determination we can achieve new heights. We don't know our limits until we push to total exhaustion; once we are there we must reach into our hearts and push beyond!

Becoming National Enduro Champion is a feeling I will never forget. I gave all my heart and soul at each practice, training session and race. If I had come up short, I didn't want to feel like I could have tried harder. We all need to strive to be the best that we can be, and feel completely satisfied with our actions. All you can give, is all you can have.

I would like to say thank you to each and every one of you out there who helped touch my life in one way or another. I will have the number-one plate on my wall, but it was all of you that helped me earn it. Thanks to my awesome family for always being supportive and caring, my friends who have always stood by me, my sponsors and my mechanics, Joe Shedron, Dan Fuller and Ray Davis.

Lastly, I would like to say, "great job" to my Suzuki teammates, Randy Hawkins, Rodney Smith and Guy Cooper. With friends like this, you can't lose. Also, thanks to Mike Webb and everyone at Suzuki, and to all of the motorcycle press. Keep up the awesome work! Hope to see all of you at the races in '95!

Steve Hatch
Ithaca, NY

Not the bad guy

I would like to take a moment to set the record straight using fact-based accounts in regard to my getting the so-called boot from KTM before I ever had the opportunity to swing a leg over a bike.

In late November, the American KTM race team (RRP) manager (Mike Rossini) contacted me to negotiate a deal to ride for KTM. At that time I had already signed a very good deal with Ron Rehmert at F&S Racing to ride factory-backed Suzukis for the '95 season, but obviously I was totally wired about an opportunity to be a factory rider, which is every racer's dream. I was offered a verbal agreement at which time I carefully evaluated all of the pluses and minuses to determine the best options for career advancement and financial opportunities since the comparisons were very close at this time. I chose to pursue my dream with KTM, but Mike Rossini indicated that I must void my contract with F&S before I could receive a written contract from KTM, reflecting our prior verbal agreement. In good faith, I obliged with the appreciated understanding of F&S, and at this time KTM released press bulletins of the agreement. It then took three weeks to receive a written contract to sign. But to my dismay it was nothing like our verbal discussions - it was less than one-third of what I based my decisions on.

When I called on the misunderstanding I was accused of having a bad attitude, complaining about technicalities and who was I to question a factory contract, which was in reality, nothing more than a support-rider based contract. Well, obviously, I declined and now I have been made out to be the bad guy when actually I was just trying to stand up for what was offered to me. To say the least it was a very expensive lesson learned, one I will carry with me for life. But for now, because of the lateness of these transactions, I was forced to buy my own bikes and head to Florida to try and earn a living the hard way. Thanks to the support of my long time sponsors I will continue on and maybe someday I will be able to achieve the dream of being a factory rider. Thank you Performance Engineering, Xtreme, Shoei Helmets, Smith Goggles and FMF Racing.

Jeff Curry
Saginaw, MI

Miss Steaks

You made a mistake in reporting the mistake I made at the Seattle Supercross. My mistake was calling Damon Huffman, Damon Bradshaw. Your mistake, in reporting my mistake, was mistaking Jeff Emig for Damon Huffman.

You'll have a week to think up a clever retort to my mistake in bringing your mistake to your attention. It's always a mistake to point out mistakes to editors, and I have now made that mistake, in addition to the Huffman/Bradshaw mistake, and in years past, multitudes of similar mistakes.

Despite your mistake in reporting my mistake, I continue to regard *Cycle News* as the best source of racing information in the industry. Make no mistake about that.

Larry Maiers
Hogansville, GA

Not bad, Larry...Editor

Booo

I attended the San Diego Supercross last Saturday night, and in this week's edition of *Cycle News* (Issue #7, January 22), your coverage in the "Briefly..." section makes reference to the fans booing Frenchman Frederic Bolley after his victory in the second 250cc semi.

I was sitting in the stands behind Larry Maiers and the podium and saw what actually happened. Just at the moment that Bolley stepped up on the podium and Maiers announced his victory, one of the ushers grabbed a beach ball that the fans had been punching in the stands just near my seat. When the usher grabbed the ball and began to deflate it, all of the fans began booing the usher. Unfortunately, it sounded like the booing was directed at Bolley. Larry Maiers looked over his shoulder and was quick to figure out that the booing was directed at the usher and he made a comment to Bolley, although I'm not sure if Bolley understood. The booing at the usher was pretty loud because the fans were rowdy in my section.

I wanted to write to clarify this fact in the hope that the real reason for the booing is conveyed to Frederic Bolley. The fans all enjoyed his victory in the semi and have nothing but respect for his skill and determination in coming over to race in the States. He beat quite a few good American riders in his heat and deserves the acknowledgment of his achievement. Hopefully, he will return to San Diego next year for the cheering he deserves.

Wayne G. Edmondson
Tustin, California

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America's weekly motorcycle newspaper

Volume XXXII

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Issue #8, March 1, 1995

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ON THE FRONT COVER

Here we go again: Just when we were getting comfortable with our light racing schedule, Camel Motorcycle Week has snuck up on us once again. All we can say is, "Finally." Photos by Kinney Jones and Daytona International Speedway archives.

It doesn't get any better

By Paul Carruthers
Photos by Henny Ray Abrams

Scott Russell has a scenario in his head he'd like to see played out in the 54th running of the Daytona 200. He would get out front, look over his shoulder and see Freddie Spencer. The two would battle head-to-head to the finish, and Russell would win a second straight Daytona 200. Spencer would finish second and the two would be reunited in Victory Lane - Russell and his boyhood hero.

"I think Freddie could be tough on the Ducati," Russell said. "If I had my way, I'd like to race head-to-head with Freddie. He was my hero. I don't care what people have said or written about him - I just like that guy. I have a lot of respect for what he's done, and I'd enjoy racing with him."

Not so for the man that Russell will more than likely do combat with at some point in the Daytona 200 - Carl Fogarty. The Brit took Russell's World Superbike crown in 1994, and Russell wants it back. He most definitely doesn't want Fogarty to win a race on American soil, especially after the recent comments made by the Brit to England's Motor Cycle News: "I hate the track, the place and the Americans. That's why I am going to win. Nothing would give me more pleasure than beating the Yanks in their own backyard."

Words that Russell and a lot of Americans didn't take kindly to.

"He's just not a professional; that's all I can say," Russell said. "I don't know why he would say things like that. I can tell you one thing - he'll be lucky to find the race track much less the winner's circle. I don't particularly like racing with Fogarty - I just like to kick his ass. He's coming to my backyard now, and I've always stomped his ass in his backyard at Donington Park. Let's just put it this way: there wouldn't even be a Carl Fogarty if it wasn't for Ducati."

Fogarty, who returns to Daytona for the first time since 1991, leads a strong contingent of riders who have a chance of victory in what is arguably the strongest field in the history of the race.

Five World Champions (Russell, Spencer, Fogarty, Doug Polen and Fred Merkel) and eight AMA National Champions (Russell, Spencer, Polen, Merkel, Jamie James, Troy Corser, Doug Chandler, Thomas Stevens) headline the race. Throw in five former Daytona 200 winners (Russell, Spencer, Miguel DuHamel, Dave Sadowski and John Ashmead), a former AMA Grand National Champion (Chris Carr), two Australian National Champions (Corser and Anthony Gobert), and two Canadian National Champions (Pascal Picotte and Steve Crevier) and you have yourself quite an interesting field.

THE TEAMS

The amount of top-notch machinery isn't bad either, as factory team involvement is at an all-time high.

Russell leads the factory Kawasaki assault of four riders on Rob Muzzy-prepared ZXR750s. He will be joined by his new World Superbike teammate Anthony Gobert, the young Australian finding instant success with his new team when he won a leg of the Australian World Superbike round in his first ride on the Kawasaki last year; French Canadian Pascal Picotte, a two-time AMA National winner last year on a Fast By Ferracci Ducati; and Canadian Steve Crevier, back for a second term on the Muzzy team after finishing sixth in last year's AMA Superbike National Championship.

The Ducati team will be led by World Champion Fogarty in his first Daytona outing on the red V-twin. Fogarty will race for the official factory Ducati Corse team, managed by former World Champion Virginio Ferrari. Corser, meanwhile, will make his debut for the Promotor Ducati team after winning last year's AMA Superbike title on an Eraldo Ferracci-tuned 955. Ferracci will field two Americans in this year's AMA series - Spencer and Georgian Mike Smith - and Japan's Takahiro Sohwa. Spencer won his last AMA Superbike National in May of 1992 at Texas World Speedway and Smith, who has made the switch to the Ducati team has yet to win a Superbike National. Sohwa finished third in last year's AMA Superbike Championship on a Muzzy Kawasaki. Ferracci's team has joined Fogarty and Corser in using Michelin rubber for 1995 while the majority of the teams will continue to use Dunlops. With any of the Ducati men capable of winning, the Daytona 200 will have a true tire war for the first time in the last five years.

In addition to the factory Ducati men, a host of privateers have entered the race on the V-twins - most notably Team Mirages' Dale Quarterley and Team Desmo's Dave Sadowski. They'll be joined by Louisiana's Jeff Reeves, England's Neil Hodgson and former Supersport race winner Gerald Rothman Jr.

Yamaha's effort will also have an international flavor as World Superbike entries Colin Edwards II and Tasutomo Nagai will start the 200 on their full-fledged factory YZF750s, joining AMA series regulars Jamie James and Tom Kipp on the Vance & Hines Yamaha team. While James returns for a third season on the V&H team, Daytona will mark the debut of the Ohioan on the Terry Vance-backed team.

HRC's two-time World Champion Doug Polen heads the list of Honda riders, with the Texan running in Smokin' Joe's colors for this race before joining the World Superbike Series with the Castrol Honda team. Polen is looking for his first Daytona 200 victory.

The regular AMA-based Smokin' Joe's Racing team will be made up of former Daytona 200 winner Miguel DuHamel and dirt tracker-turned-road racer Mike Hale. DuHamel is hoping to return to Victory Lane, and he is hoping to do so with the same team with which he won the Daytona 200 in '91. Last year, DuHamel rode the factory Harley-Davidson VR1000 while Hale concentrated on the 600cc Supersport class with the Camel-backed team.

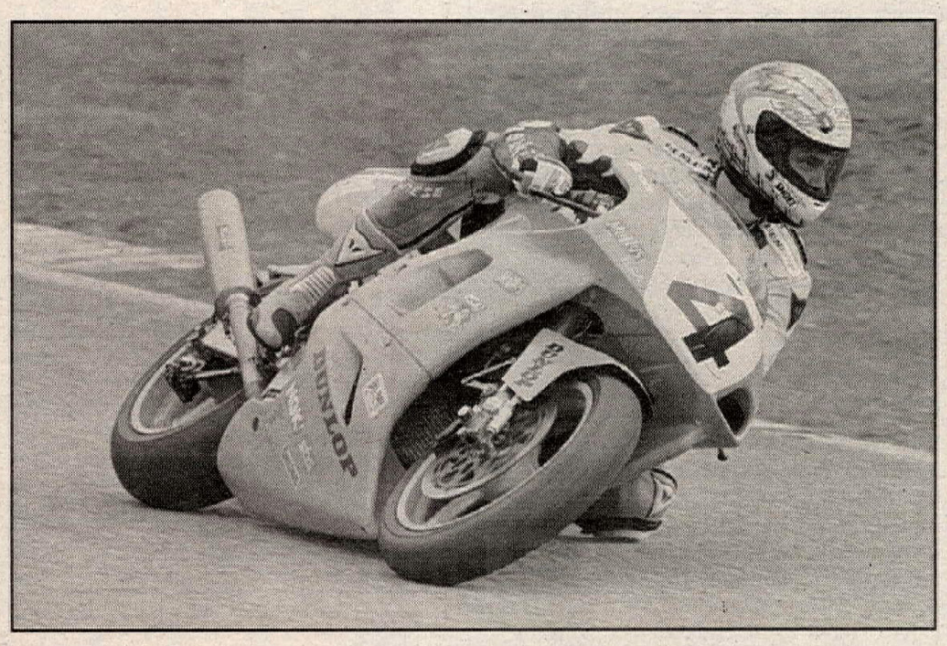
This year's Harley-Davidson factory team will consist of 1990 AMA Superbike National Champion Doug Chandler and 1992 AMA Grand National Champion Chris Carr. Chandler is returning to the AMA Series after his four-year stint in the 500cc World Championship and he is expected to bring big things to the Harley team. Carr is hoping to continue his good run at Memorial Stadium in the National Short Track while learning the ropes at Daytona International Speedway in what will be his first-ever Daytona 200.

In addition to the factory team, multi-time 883 Twin Sport Champion Scott Zampach, Brit Mike Edwards, Ron McGill and veteran Mike Harth will all campaign VR1000s from their Harley-Davidson dealer-based teams.

Suzuki's factory team will again run out of the Yoshimura stable with two-time World Champion and three-time AMA Superbike Champion Fred Merkel joining 1991 AMA Champion Thomas Stevens and Donald Jacks on the team's GSXR750s. Stevens finished ninth in last year's Superbike Championship with Merkel ending up 10th in his season aboard a Muzzy Kawasaki. Jacks had a forgettable year and finished the season 17th overall. All three are searching for their first victory in the Daytona 200 and Suzuki's first win since Kevin Schwantz won for the Yoshimura team in 1988.

NO TWIN 50s

This year's running of Camel Motorcycle Week won't feature the Twin 50 qualifying races which have been held



(Above left) Scott Russell will be trying to win a second successive Daytona 200. One of the men who will be out to stop him is his bitter rival, World Superbike Champion Carl Fogarty (left).

What will it take to win the Daytona 200?

Fred Merkel: "I knew if I was to come to Suzuki that I would be treated like the number-one rider. If I stayed at Kawasaki, I knew I wouldn't be the number-one rider and wouldn't get the number-one parts.

Definitely, I'd like to put the bike on the rostrum in the 200. You put any bike on the rostrum at Daytona and you've done quite a job. It's a tough one. It's a real tough one because it's a race of attrition, really, because you've got tire changes; it's a long race and anything can happen, just anything compared to the rest of the season.

My best Daytona 200 finish was a third in 1986 behind winner Eddie Lawson and Kevin Schwantz and I was happy to get that. I want to win it. That's what I'm here for.

Horsepower plays a big, big part in the 200. It doesn't take a lot of talent to go fast in a straight line, but you need all the talent you've got to go fast in the infield and the chicane. The hardest thing is that once you're running down at 1:52 or lower, each tenth you lower your time is a lot of work. After that, it's just the motorcycles separating the riders."

Scott Russell: "My chances are as good as anybody's. I feel real confident at Daytona. I kind of feel that's one of my home tracks and I always go good there. Over the last three years, I've been in the thick of every one of them. There's no reason that I won't be around the front of this one either. There's not going to be anybody that's going to come in here and pull away from everybody. The tires are going to limit you to what you can do, and I know that I can ride the tires to their limit and faster than most, according to the test anyway. My chances are good. It's always hard to say; I think I'll probably try to do my normal deal and try to break away. I'd like to win the thing by more than a second this year. That's what I normally try to do. And there will be a couple of guys who can run the pace, they'll come with me. Then we'll race from there. Try to control the race, the speed of the race. Some of them can run, some of them can't. I don't know who it's going to be. The new Ducatis, whoever they bring, will be tough if they can get them going good. The 916 this year didn't seem to be as fast on top speed as the bike I raced against last year. (Troy) Corser's bike ran good at Daytona; that was the old bike and it ran better on top than the 916."

Colin Edwards II: "My goal is to go out and try and get the pole; that's everybody's goal - not wad your ass trying to do it. There are no Twin 50s this year, so we have to get as close as we can on setup and go for it on Thursday. We'll definitely use Friday for more testing and experimenting with setup. I've got somewhat of a feeling where tires are going to be."

Tom Kipp: "Every team is different, but this overall package is probably the best thing going. From bike to crew to the rest of the team - they work well together. I'm real happy to be working with Jamie. It's the best combination I've had. It's really organized and the guys are serious about winning races. I think we have a real good shot to win - as good as anybody. These guys are real serious about Daytona and they're set up well for it. The bikes are fast and the team has experience at winning this thing."

Mike Hale: "I've got another learning year ahead of me with it being the first full season on a Superbike. I'll try and learn as much as possible. To be honest, the RC45 is the baddest thing I've ridden. It'll be a pretty hard day because I have to run the 600 Supersport race and then turn around and do the 200. But I condition and train as hard as anyone. I'll see how qualifying goes and how everything's going at that point in time. I'm not as fast as some other guys here, but pace can carry you for the 200."

Pascal Picotte: "All the pit crew went to Suzuka so they know what to do in the pits. If you can save three, four, five seconds every pit stop then that's 10, 15 seconds at the end. I can count on the pit crew, and I really think we'll do well. I expect to see a green machine on the podium."

Jamie James: "Everybody comes here with their guns loaded. I think we're in for one of the best 200s years. There are more bikes capable of winning and more riders. You're going to see a thicker field of bikes that are capable of winning. But you've got to stay in it to win the race. I'll try and run up front all day and be there at the end. It gets tougher every year. I've done everything and had it won a couple of times. If things go well, maybe I can do it."

on Thursday in the past. Instead, qualifying will be based solely on timed sessions on Thursday and Friday, with the fastest man from Thursday emerging with pole position and the Rolex Daytona Award. While many of the racers may not miss the two 50-mile races, Muzzy Kawasaki team owner Rob Muzzy says the races were important for one reason: they helped teams make a final decision on which tire to run in the 200.

"It was really the only time when we'd run 50 miles at racing speeds," Muzzy said. "It gave us a good idea of what we needed tire-wise for the 200."

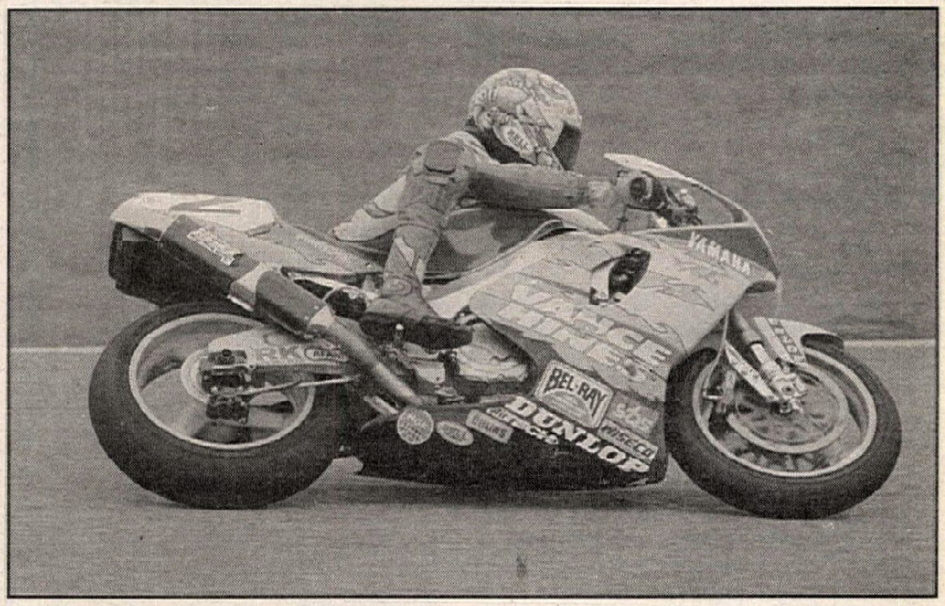
But the race also proved to work against some riders, most notably in the case of last year when Russell had a mechanical problem in his Twin 50 that forced him to start the Daytona 200 from the back of the 57-rider field. Still, the Georgian fought through to take his second Daytona 200 victory.

THE SUPPORTING CAST

While the 200 remains the headline road race of the week, the other classes should also prove to be entertaining. The 750cc Supersport final will kick the AMA road racing schedule off on Friday afternoon with Vance & Hines Yamaha's Tom Kipp hoping to begin a successful defense of the championship he won last year with Yoshimura Suzuki.

Friday will also see the third round of the BMW Battle of the Legends series with the International Lightweight 100k topping off the afternoon.

The 250cc Grand Prix race should be



(Top) Vance & Hines Yamaha's Jamie James has never won the Daytona 200, but that could change in 1995. (Above) Troy Corser finished second last year in his Daytona 200 debut; he will be another to be reckoned with in this year's race. (Left) Freddie Spencer (standing) and Mike Smith wil make up Eraldo Ferracci's Ducati team for the AMA Superbike Series which gets underway with the Daytona 200.

Last year's Daytona 200

Lap record: Pascal Picotte (1994) 1:50.068/116.437 mph

1994 Qualifying Top 10:

1. Pascal Picotte (1:50.068)
2. Scott Russell (1:50.386)
3. Jamie James (1:51.413)
4. Troy Corser (1:51.462)
5. Eddie Lawson (1:51.5198)
6. Doug Polen (1:51.520)
7. Dave Sadowski (1:52.414)
8. Fred Merkel (1:52.484)
9. Donald Jacks (1:52.494)
10. Colin Edwards II (1:52.609).

1994 Daytona 200 Top 10:

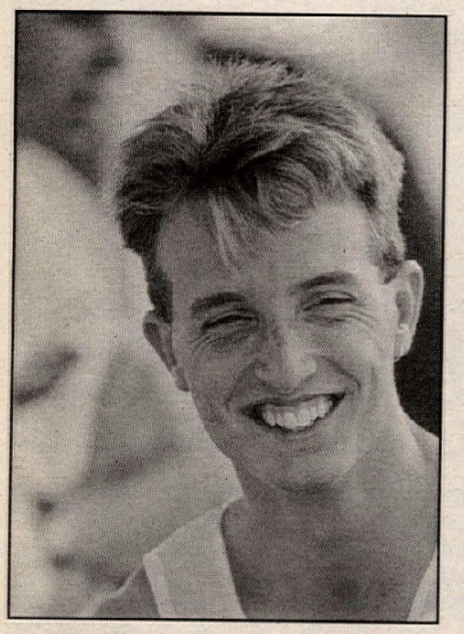
1. Scott Russell (Kaw)
2. Troy Corser (Duc)
3. Eddie Lawson (Yam)
4. Doug Polen (Hon)
5. Jamie James (Yam)
6. Steve Crevier (Kaw)
7. Mike Smith (Hon)
8. Thomas Stevens (Suz)
9. Kevin Magee (Hon)
10. Dale Quarterley (Kaw).

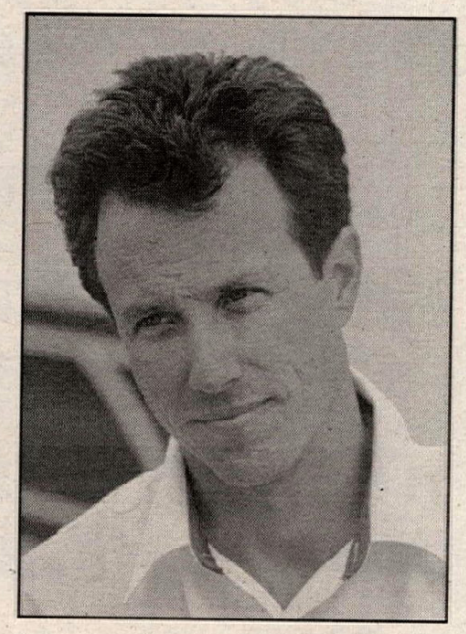
Time: 2 hours, 23 min., 13.242 sec.
Average Speed: 85.010 mph (red-flag interupted race)
Margin of Victory: 2.918 sec.

hard-fought with Team Oliver/Yamaha's Rich Oliver expected to be the man to beat. Oliver, the defending 250cc National Champion, should be pressured by such notables as his teammate Chuck Sorensen, Zero Gravity's Nick Ienatsch, Moto Liberty Honda's Takahito Mori, Canadian Jon Cornwell, and Japan's Tatsuro Arata. The International Lightweight 100k will also mark the return to the 250cc ranks of veteran Randy Renfrow, who will ride an Aprilia.

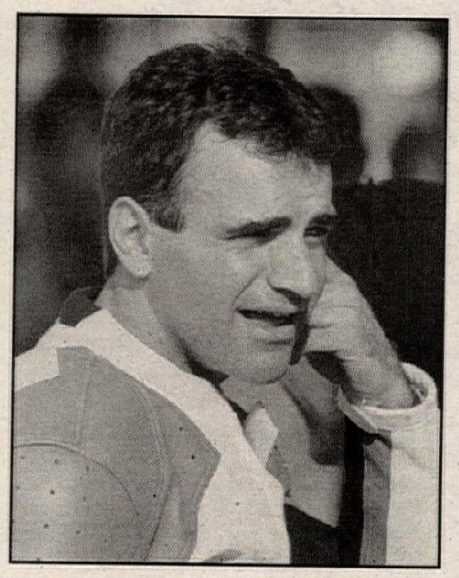
After a day off for the seventh round of the U.S. Supercross Series which will be held on the grassy area in front of the main grandstands, road racing takes center stage again on Sunday with the 600cc Supersport final, the Harley-Davidson TwinSport final and, of course, the 54th running of the Daytona 200 by Arai.

As always, the 600cc Supersport final should be hotly contested with the likes of Miguel DuHamel, Steve Crevier, Pascal Picotte, Mike Hale, etc. going at it. Somewhat of a surprise is the expected entry of Scott Russell, which goes a long way in proving just how important the 600cc Supersport class has become to the manufacturers, as the new Kawasaki will be pitted against the new Honda CBR600 F-3 for the first time in a National-caliber race. CN





(Above) Colin Edwards II will spearhead Yamaha's factory effort in the 200.
(Right) Doug Polen will race his HRC Honda RC45 in Smokin' Joe's Racing colors.



(Left) Miguel DuHamel has won the 200 before and he'd like to win again.
(Above) Chris Carr will make his debut in the 200.

U.S. Supercross Series

Will the Show go on?

Mike Kiedrowski

The Daytona Supercross has traditionally been a mile marker on the U.S. Supercross circuit. Usually around the midpoint of the 15-round series, Daytona is known for its demanding course and warm, humid conditions. Whereas most stadium races field a gate of 20 riders, Daytona International Speedway's infield allows room for 30 competitors on its chewed-up, meandering course. Many point out that the event is more of a National Motocross than a typical stadium race, a fact that two-time Supercross Champion Jeremy McGrath sees as a challenge.

The 23-year-old Honda/1-800-Collect rider has yet to win the grueling event, just as he has yet to top a 250cc National MX. McGrath has often been faulted for poor conditioning, but he has won the first five rounds of the U.S. Supercross Series, and claims that he is ready for Daytona.

"Usually I didn't go to Daytona trying to win," he says. "I'd just be looking to go in there and get top three. The past few years, everybody was saying, 'Oh, Jeremy can't win at Daytona,' but they're not saying that this time. I like racing in Florida, and I'm looking forward to it. I'm going there to win."

One reason no one is doubting McGrath is the fact that he has hired former 500cc Supercross Champion Gary Semics as a coach and training motivator. Of course when it comes to training, nobody outdoes Mike Kiedrowski, winner of the last two Daytona Supercrosses. Kiedrowski has yet to win a supercross round this season, and would like nothing better than to get his season turned around in Florida.

Which of the Californians will emerge victorious? Perhaps neither. Defending 250cc National MX Champion Mike LaRocco should also be a contender, and like teammate Kiedrowski, is eager to turn his frustrating season around. And other aces like Larry Ward, Steve Lamson, Doug Henry, Greg Albertyn, Jeff Emig and John Dowd promise to make this the most competitive Daytona Supercross ever.

- Chris Jonnum

AMA Grand National Short Track

Who will win?

This year will mark the sixth time that the AMA Grand National Championship Series will get underway on the tight and slippery short track at Daytona Municipal Stadium. But oddly enough, while racers in most other forms of competition look towards the series opener as a chance to get things off on the right foot, such is not the case in dirt track racing circles. Of the 25 rounds scheduled in the '95 series, only three will see the nation's best sliders mounted aboard 600cc machines. Daytona is one of those rounds, and with the exception of the fraternity's stronger short trackers - most racers look upon the Daytona Short Track as a "throw out" event.

"Daytona is like a crap shoot," says five-time Grand National Champion Scott Parker, a rider who admittedly does not fare well at Municipal Stadium. "The way I look at it - any points that I come away from Daytona with are like a bonus."

But on the other end of the spectrum is Parker's factory Harley-Davidson teammate and two-time Daytona Short Track winner, Chris Carr. As the event's defending champion, Carr is the heavy favorite to repeat his win at the Saturday night event, but ironically, the former Grand National Champion will not need the event to get his '95 series off to a "good start." Carr will contest only selected rounds of this year's GNC series, as he will pilot Harley-Davidson's VR1000 full time in the AMA Superbike Series.

"I'll definitely be going to Daytona to win - I go to every race to win," said Carr. "But I will admit that I may have some thoughts in the back of my head about not doing anything stupid that would jeopardize my road racing. This will be the only time that I race both dirt track and road race on the same weekend."

Carr excels when the Municipal Stadium track grooves up and has a little "notch," but if the past three years are any indication, there's absolutely no telling how the race track will evolve.

Other past winners at Daytona include 1989 winner Steve Aseltine, two-time winner Dan Ingram ('90 and '93) and '91 winner Ronnie Jones. Aseltine is undoubtedly a speedy one on the short track, but has failed to be a contender since his upset win in '89. Lack of a good, solid sponsor has kept him from repeating his victory. Sadly, Ingram is no longer an active competitor, as a horrendous crash during the '93 season brought his racing career to a premature end.

Jones, however, is one to keep an eye on. He struggled with bike setup at last year's race and finished sixth, but if the conditions are right, he could very well nab his second Daytona win.

Who else? Will Davis is arguably the fastest short tracker to have not won a Grand National at Municipal Stadium. On larger tracks, Davis is amongst the smoothest and most controlled racers, but get him on a short track, and he becomes an aggressive, no-holds-barred madman.

And of course, we can't forget about "Mr. Daytona Short Track," Terry Poovey. Though the quiet Texan is nearing the twilight of his long and illustrious racing career, he continues to be one of the most talented short trackers around. Two runner-up finishes in the past two years will attest to that. With a little luck, Poovey can score the 10th Grand National win of his career.

-Donn Maeda

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MARCH 1995 SCHEDULE ON *ESPN*

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	3/5	2:30-3:00am	&	Monday	3/6	5:00-5:30pm
Sunday	3/12	2:30-3:00am	&	Monday	3/13	5:00-5:30pm
Sunday	3/19	2:30-3:00am	&	Monday	3/20	5:00-5:30pm
Sunday	3/26	2:30-3:00am	&	Monday	3/27	5:00-5:30pm
PACIFIC TIME						
Saturday	3/4	11:30-12:00am	&	Monday	3/6	2:00-2:30pm
Saturday	3/11	11:30-12:00am	&	Monday	3/13	2:00-2:30pm
Saturday	3/18	11:30-12:00am	&	Monday	3/20	2:00-2:30pm
Saturday	3/25	11:30-12:00am	&	Monday	3/27	2:00-2:30pm

MARCH 1995 REPEAT SCHEDULE ON *ESPN2*

EASTERN TIME			PACIFIC TIME		
Saturday	3/4	7:00-7:30am	Saturday	3/4	4:00-4:30am
Saturday	3/11	7:00-7:30am	Saturday	3/11	4:00-4:30am
Saturday	3/18	7:00-7:30am	Saturday	3/18	4:00-4:30am
Saturday	3/25	7:00-7:30am	Saturday	3/25	4:00-4:30am

Pack up and head to the beach for Bike Week 1995!

MotoWorld is on-location for a solid week of race coverage and highlights from the mecca of motorcycling activity—the Daytona International Speedway.

Catch everything from the Outdoor National in Gainesville to a grand finale weekend of Dirt Track, Supercross, and the Daytona 200.

See this and more in March on MotoWorld.

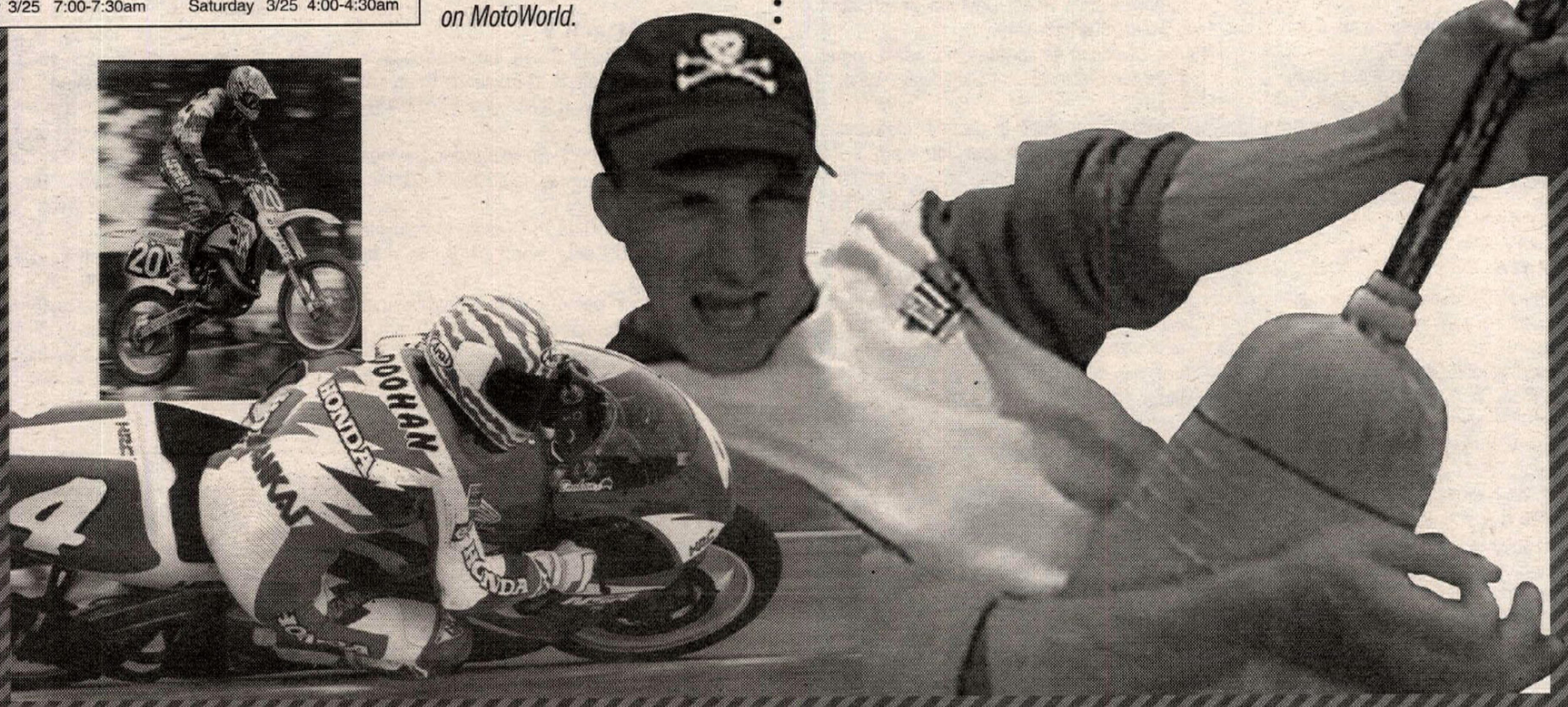
Join MW2's Jerry Bernardo for a month of motorcycling and madness from the Hawaiian Islands to Daytona Beach.

Start out dualsporting with the "Big Kahuna" in Kauai before heading to Florida for a behind-the-scenes look at motorcycling's wackiest week.

As if this isn't enough, you'll even see Jerry compete in the Ocala GNCC—Now that's worth tuning in for!

MARCH 1995 SCHEDULE ON *ESPN2*

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Saturday	3/4	2:00-2:30pm	&	Wed	3/8	2:30-3:00am
Sunday	3/19	5:30-6:00pm	&	Friday	3/24	2:00-2:30am
PACIFIC TIME						
Saturday	3/4	11:00-11:30pm	&	Tues	3/7	11:30-12:00am
Sunday	3/19	2:30-3:00pm	&	Thurs	3/23	11:00-11:30pm



U.S. Supercross Series

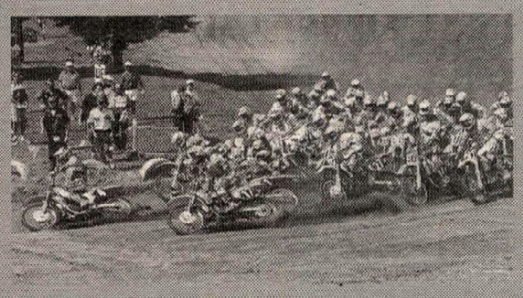
MARCH 1995 SCHEDULE ON *ESPN*

	EASTERN TIME			PACIFIC TIME		
Minnea., MN	Thu	3/2	1:00-2:00am	& Wed	3/1	10:00-11:00pm
Anaheim, CA	Thu	3/9	1:00-2:00am	& Wed	3/8	10:00-11:00pm
Seattle, WA	Fri	3/17	1:00-2:00am	& Thu	3/16	10:00-11:00pm
San Diego,CA	Thu	3/30	1:00-2:00am	& Wed	3/29	10:00-11:00pm

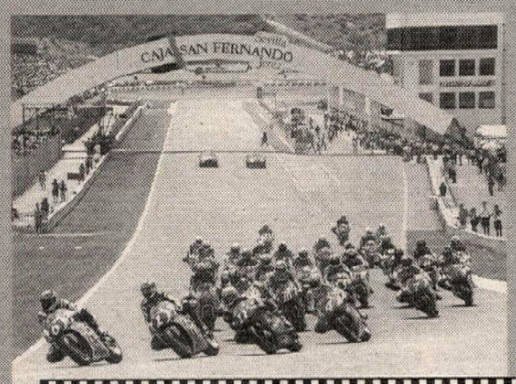
AMA Motocross Series

MARCH 1995 SCHEDULE ON *ESPN*

EASTERN TIME				PACIFIC TIME		
Gainesville, FL	Thu	3/23	12:30-1:30am	& Wed	3/22	9:30-10:30pm



World Grand Prix Series



COMING IN APRIL!

SEALS COMMUNICATIONS CORPORATION

Camel Motorcycle Week

All events held at Daytona International Speedway unless indicated otherwise. Ticketing information for all races at the Speedway is available by calling 904/253-7223.

Friday, March 3

- AMA/ProStar Sunshine Nationals Drag Race Series, Gainesville Raceway, Gainesville, 9 a.m., 205/852-1101.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- AMA Regional Half Mile, Oglethorpe Speedway, Savannah, GA, 7:30 p.m., 904/788-4709 or 912/964-7069.

Saturday, March 4

- Amateur Supercross, Gatorback Cycle Park, Gainesville, 7 a.m., 813/578-1776.
- AMA/ProStar Sunshine Nationals Drag Race Series, Gainesville Raceway, Gainesville, 9 a.m., 205/852-1101.
- AHRMA Vintage MX, Ocala Motorsports Complex, Ocala, 9 a.m., 715/842-9699.
- AHRMA Antique Motorcycle Club Meet, Bahia Shrine Temple, 2300 Pembroke Dr., Orlando.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Pro-Am Half Mile, St. Augustine Speedway, St. Augustine, 7:30 p.m., 904/788-4709 or 904/825-AUTO.

Sunday, March 5

- AMA/ProStar Sunshine Nationals Drag Race Series, Gainesville Raceway, Gainesville, 9 a.m., 205/852-1101.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Motorcycle Asphalt Racing Series/AMA Daytona Half Mile, Volusia County Speedway, Barberville, 2 p.m, 803/272-9938.
- AMA 125/250cc MX National, Gatorback Cycle Park, Gainesville, 1 p.m. 813/578-1776.
- 6th Annual AMI Amateur National/Youth Southeast Regional Championship and AMI/Vintage Bike National Short Track, Municipal Stadium, 1 p.m., 904/788-4709 or 904/255-0295.
- AHRMA Vintage National Autograph Session, American Motorcycle Institute, 3042 W. International Speedway Blvd., 2 p.m - 4 p.m., 800/874-0645.

Monday, March 6

- American Motorcycle Institute open house and tours, AMI Campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- AHRMA Classics Vintage National, including BMW Battle of the Legends and Sound of Singles, Daytona International Speedway, 12 p.m.
- 6th Annual AMI Amateur National/Youth Southeast Regional Championship and AMI/Vintage Bike National Short Track, Municipal Stadium, 1 p.m., 904/788-4709 or 904/255-0295.

Tuesday, March 7

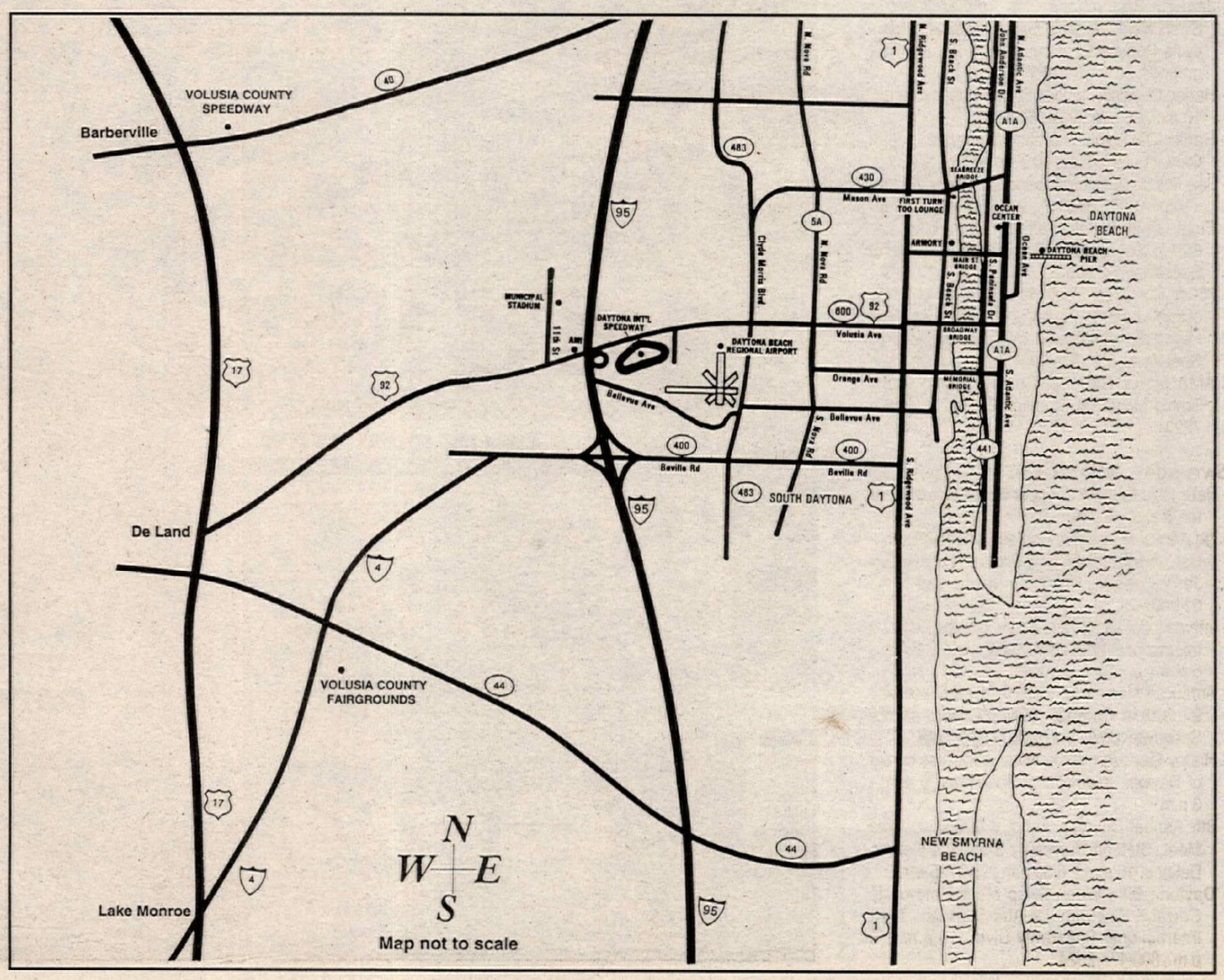
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- 6th Annual AMI Brute Horsepower Shootout, AMI Campus, 3042 W. International Speedway Blvd., 9:30 a.m. - 3 p.m., 800/874-0645.
- Harley-Davidson Indoor Show preview, HOG members only, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 6 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Harley-Davidson Poker Run for Muscular Dystrophy Association, Ocean Center MDA Booth, start at 10 a.m.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- AHRMA Classics Vintage National, including BMW Battle of the Legends, GP Twins final and BEARS final, Daytona International Speedway, 12 p.m.
- Pro-Am Short Track, Thunder Valley Raceway, Satsuma, 6 p.m., 203/868-0181.

Wednesday, March 8

- Daytona Dirt Riders Association dual sport ride, Tomoka Farms Road, Daytona Beach, start at 9 a.m., 904/248-0249.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- Harley-Davidson Ride In Custom Motorcycle Show, Ocean Center north lot, 8 a.m. - 11 a.m.
- Harley-Davidson Poker Run for Muscular Dystrophy Association, Ocean Center MDA Booth, start at 10 a.m.
- 6th Annual AMI Brute Horsepower Shootout, AMI Campus, 3042 W. International Speedway Blvd., 9:30 a.m. - 3 p.m., 800/874-0645.
- Daytona 200 Motorcycle Club Alligator Road Tour, one mile west of Interstate 4 on US 92, start at 10 a.m., 904/252-2132.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- Magazine Photo Shoot-Out Show, Edmunds Center at Stetson University, DeLand.
- 8th Annual Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, DeLand, 10 a.m. - 6:30 p.m., 904/795-8895.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 6 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- AMA SuperTeam Challenge National, Daytona International Speedway, 60 minutes, 4:20 p.m.
- Harley-Davidson Dresser Light Show, Ocean Center north lot, 7:30 p.m., 904/254-4500.
- AHRMA Awards Banquet, DeLand Hilton, members only, 7:30 p.m.

Thursday, March 9

- AHRMA/Ohio Valley BSA Club Vintage Bike Ride, 40 miles, starts at Edmunds Center at Stetson University, DeLand, 9 a.m., 800/451-5113.
- International Motorcycle Show, outside Daytona International Speedway grandstands, 9 a.m. - 6 p.m.
- Harley-Davidson Ride In Custom Motorcycle Show, Ocean Center north lot, 8 a.m. - 11 a.m.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- Indian Motorcycle Illustrated Daytona Rally & Swap Meet, Klassix Auto Museum, US 92, 9 a.m. - 2 p.m., mass ride to Stetson University at 2:30 p.m. 904/252-3800.
- 45th Annual Alligator Enduro, Tomoka Farms Rd., 9 a.m., 904/248-0249.
- Harley-Davidson Poker Run for Muscular Dystrophy Association, Ocean Center MDA Booth, start at 10 a.m.
- 6th Annual AMI Brute Horsepower Shootout, AMI Campus, 3042 W. International Speedway Blvd., 9:30 a.m. - 3 p.m., 800/874-0645.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- Brownies Indian Sales Motorcycle Auction, Edmunds Center at Stetson University, DeLand, 1 p.m., 904/795-8895.
- 8th Annual Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, DeLand, 10 a.m. - 6:30 p.m., 904/795-8895.
- Jam-On Productions 17th Annual Daytona Swap Meet, Sidecar and Trike Day, Volusia County Fairgrounds, 10 a.m. - 6 p.m., 301/336-2100.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 6 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Back to the Beach gathering, Brewsters Restaurant, 4511 S. Atlantic Ave., Ponce Inlet, 11 a.m.
- 750cc Supersport Qualifying, Daytona International Speedway, 12:30 p.m.
- 250cc GP Heat Races, Daytona International Speedway, 1:30 p.m.
- The Race for the Pole, Superbike Qualifying for the Daytona 200, Daytona International Speedway, 2:50 p.m.



Daytona Beach, Florida

- Harley-Davidson SuperTwins Qualifying, Daytona International Speedway, 4:50 p.m.
- Pro-Am Half Mile, St. Augustine Speedway, 900 Big Oak Rd., St. Augustine, 7:30 p.m. 904/788-4709 or 904/825-AUTO.
- 2nd Annual Ohio Valley BSA Club Dinner Meet, Gators Restaurant, Route 17-92 south of DeLand, open to all BSA owners, 7:30 p.m.

Friday, March 10

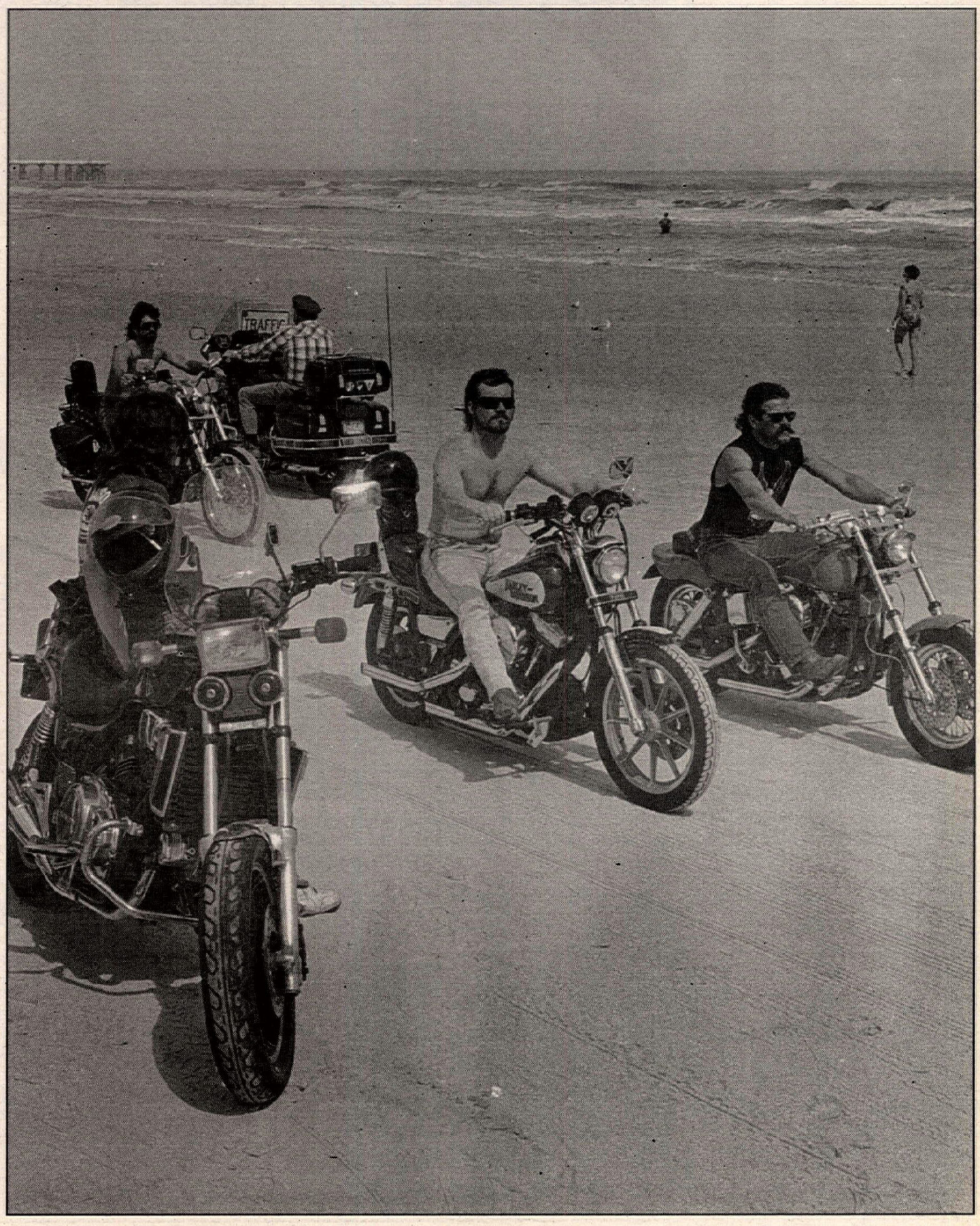
- International Motorcycle Show, outside Daytona International Speedway grandstands, 9 a.m. - 6 p.m.
- Boardwalk Classic Bike Show, Boardwalk Amusement Area, 9 a.m., 203/855-0008.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- Harley-Davidson Poker Run for Muscular Dystrophy Association, Ocean Center MDA Booth, start at 10 a.m.
- 6th Annual AMI Brute Horsepower Shootout, AMI Campus, 3042 W. International Speedway Blvd., 9:30 a.m. - 3 p.m., 800/874-0645.
- Crane Cams Open House, 530 Fentress Blvd., plant tours, custom bike display and free refreshments, 9:30 a.m. - 2:30 p.m., 904/252-1151.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- AHRMA Concours d'Elegance & Vintage Bike Parade, Edmunds Center at Stetson University, DeLand, 2 p.m.
- Vintage Motorcycle Seminars, Edmunds Center at Stetson University, DeLand, 5:30 p.m.
- 8th Annual Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, DeLand, 10 a.m. - 6:30 p.m., 904/795-8895.
- Jam-On Productions 17th Annual Daytona Swap Meet, 10 a.m., Great American Motorcycle Rodeo at 2 p.m., Volusia County Fairgrounds, 301/336-2100.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 6 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Final qualifying sessions for Superbike and 600cc Supersport, Daytona International Speedway, 12 p.m.
- 750cc Superport Final (50 miles), BMW Battle of the Legends Final (18 miles), 250cc GP Final (100 kilometers), Daytona International Speedway, 3:20 p.m.
- AMA 600cc National Championship Short Track, Municipal Stadium, 8 p.m., 904/253-7223.

Saturday, March 11

- Rat's Hole Custom Chopper Show, Ocean Center, 8 a.m. - 5 p.m.
- 7th Annual Motorcycle Heritage Museum Breakfast, Indigo Lakes Golf Club, guest speaker Jerry Hatfield, RSVP by March 1, 9 a.m., 614/891-2425.
- International Motorcycle Show, outside Daytona International Speedway grandstands, 9 a.m. - 6 p.m.
- American Motorcycle Institute open house and tours, AMI Campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- Harley-Davidson demo rides, northeast corner of Daytona International Speedway, 9 a.m. - 3 p.m.
- 8th Annual Daytona Antique & Classic Bike Meet, Stetson University Edmunds Center, DeLand, 10 a.m. - 6:30 p.m., 904/795-8895.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- Jam-On Productions 17th Annual Daytona Swap Meet, European Bike Day and Show, 10 a.m., Volusia County Fairgrounds, 301/336-2100.
- Harley-Davidson Indoor Show, Ocean Center, 10 a.m. - 6 p.m., 904/254-4500.
- Harley-Davidson Traveling Museum, Ocean Center outside east, 10 a.m. - 4 p.m.
- Bike Week Welcome Center open from 10 a.m. - 10 p.m., 503 Main St., 904/255-0981.
- Harley-Davidson Muscular Dystrophy Auction, Ocean Center Arena, 12 p.m.
- 8th Annual J. Wood and Company Daytona Antique & Classic Motorcycle Auction, Edmunds Center at Stetson University, DeLand, 2 p.m., 904/795-8895.
- 25th Daytona Supercross by Honda, Daytona International Speedway, 1 p.m., 904/253-7223.
- AMA Grand National Championship Short Track, Municipal Stadium, 8 p.m., 904/253-7223.

Sunday, March 12

- Blessing of the Bikes, St. Paul's Catholic Church, US Route 1, followed by a ride to Bellair Plaza, 7:30 a.m., 904/255-0981.
- International Motorcycle Show, outside Daytona International Speedway grandstands, 9 a.m. - 1 p.m.
- Harley-Davidson Parade to Daytona International Speedway, leaves Bellair Plaza, south A1A, 9 a.m., 904/255-0981.
- Harley-Davidson Heaven, Daytona International Speedway, turn 3 grandstands, 10 a.m., 904/254-2700.
- Jam-On Productions 17th Annual Daytona Swap Meet, 10 a.m., Volusia County Fairgrounds, 301/336-2100.
- Daytona Bike Week Swap Meet Motorcycle Corral & Auction, Jai Alai Stadium, 1900 International Speedway Blvd., 10 a.m. - 6 p.m., 800/473-2324.
- 600cc Supersport Final (100 kilometers), Daytona International Speedway, 11:30 a.m.
- Harley-Davidson SuperTwins Final (25 miles), Daytona International Speedway, 12:30 p.m.
- American Motorcycle Institute open house and tours, AMI Campus, 3042 W. International Speedway Blvd., 9 a.m., 800/874-0645.
- 54th Daytona 200 by Arai Superbike Classic, Daytona International Speedway, 2 p.m.



The Marathon Man

If, like fine wine, racers are supposed to get better with age, then it's no wonder that Steve Morehead had a vintage year in 1994.

But they're not. And that is what makes the Findlay Flyer's performance on the rough-and-tumble AMA Grand National Championship trail all the more incredible. In a racing world where most riders consider retirement by their mid-30s, perhaps the 39-year-old Morehead's longevity could be attributed to the fact that dirt track is paradoxical and treats its veterans kindly. But unlike other veterans on the circuit, Morehead is still competitive week in and week out. As evidenced by three National wins - his first in four years - and a career-high third-place finish in the '94 Grand National Championship series. And Morehead shows no signs of slowing down in 1995, a year which will see the veteran continue on and even experiment with a few new things in hopes of improving his racing program - and the series itself.

By Scott Rousseau
Photos by Bert Shepard

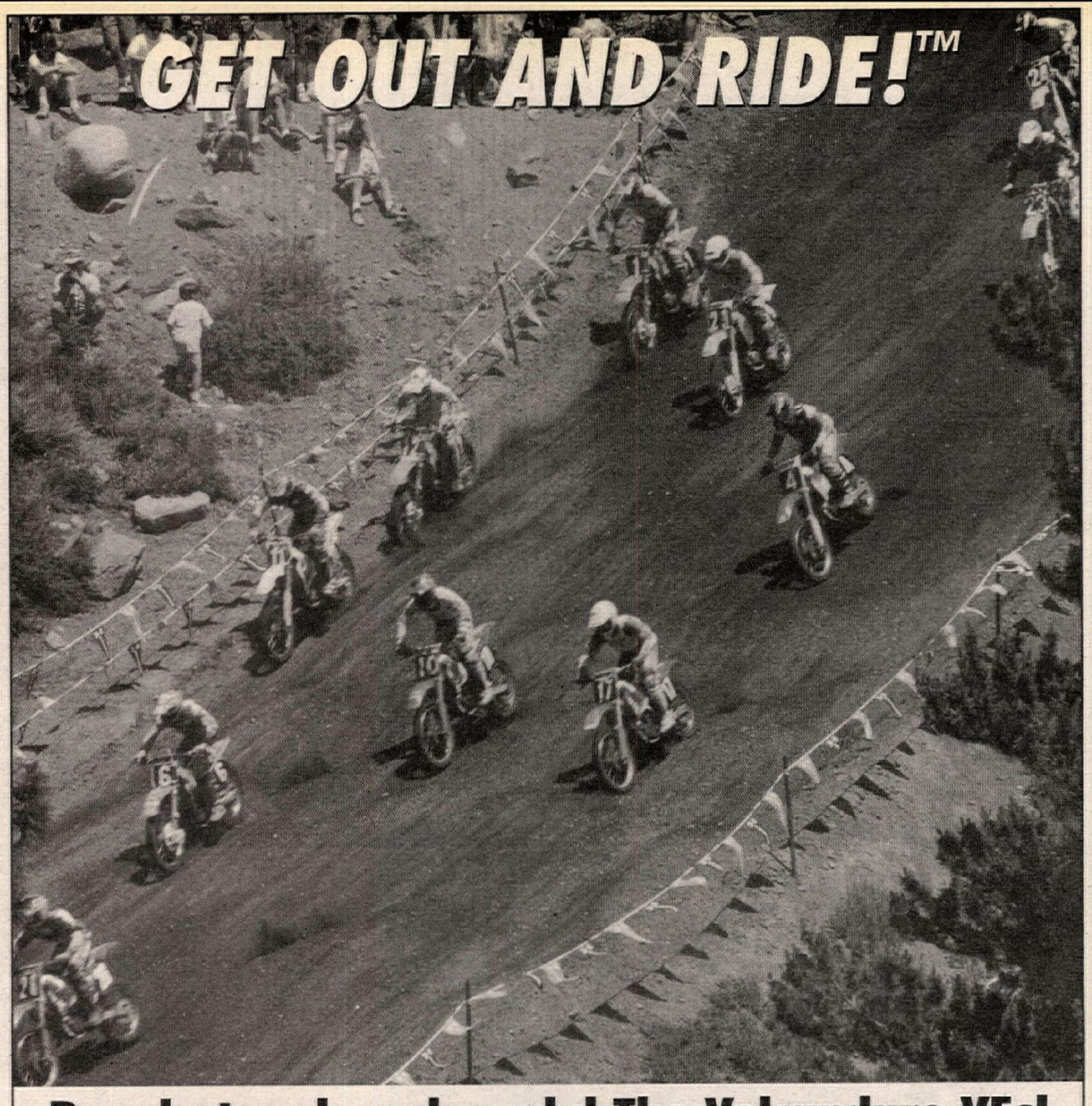
Obviously, you've always been a consistent rider, and yet last year was the best that you've had in five years. Where has the turnaround come from?
Well, I'd ridden for other people for so many years. I had a great year when I rode those Hondas for Skip Eaken. It was the first time that I'd ever run a whole season without a single mechanical failure and we ended up with fourth in the points standings. But finally I said, "Heck with this, I need to start and run my own race program and line up my own sponsorship deals," and that's mainly what we've done. It was a lot harder because of all the preparation and making sure everything is done and being more involved in it. But that's pretty much the way I've always been. I've got to be able to tinker with the motorcycle and have more to do with it. Right now, this is the best part of the season for me because this when we are ordering all the new parts and getting our motorcycles looking good. I probably enjoy this more than I do racing 'em.

But I think that just getting more personally involved with it myself has helped. I've still got Skip Eaken doing all my motors, and last year Skip and Gary Stolzenburg, the Harley dealer from F&S in Dayton, Ohio, shared in the chores of building my engines and we ended up third in the points. Our program just keeps getting stronger and stronger as it goes along.

Last year you had a couple of suspension failures that cost you some valuable points, and perhaps even a National win at the Pomona half mile. What was the deal?
We broke the swingarm. I went to Carrera sprint car shocks. I was working with Corey Phillips out of Indianapolis who does all of the valving and stuff for the Carrera shocks, and I tried to get him involved in the motorcycle end of it. See, that's the problem with our deal is that it's not like motocross where you have all of these shock technicians showing up and revalving your shocks, and working with you. We buy a set of shocks from White Brothers, and I've got compression and rebound knobs to turn, but a seven on one shock might not be seven on the other one. Unless you've got your own shock dyno and know all of this stuff, there's a real fine line there. And I think getting the chassis set up is more important than horsepower right now. As far as suspension goes, we're still in the stone age.

Have you considered going to a single-shock frame like the factory Harley riders use?
No. As old as I am, I don't need any new tricks to go out and dial myself out of the program. I know that Parker and Carr seem to be doing pretty well with theirs, but that's because they've went to the shock people. Werner, for example, has Penske working with him on his stuff. So unless you have that kind of source to work with you, I think it would take a privateer guy too long to get it sorted out. Frankly, I hope that all the guys go to a single shock because I feel it'll take them half the year to get 'em dialed in. At Pomona, for example, my swingarm broke, but the reason I was able to drive by Parker is because he couldn't ride right around the rail and then drive off. He had to spin it sideways coming in. And then at Hagerstown they had trouble getting the motorcycle turned with that single shock. But if they do get it worked out you can bet they're not going to share it with anybody.

If people didn't keep reminding you how old you are, would you remember it yourself?



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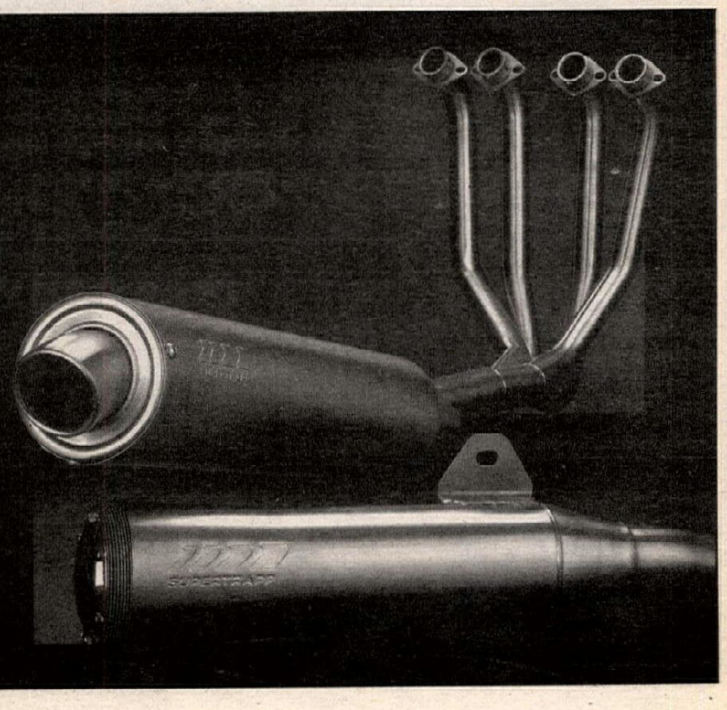

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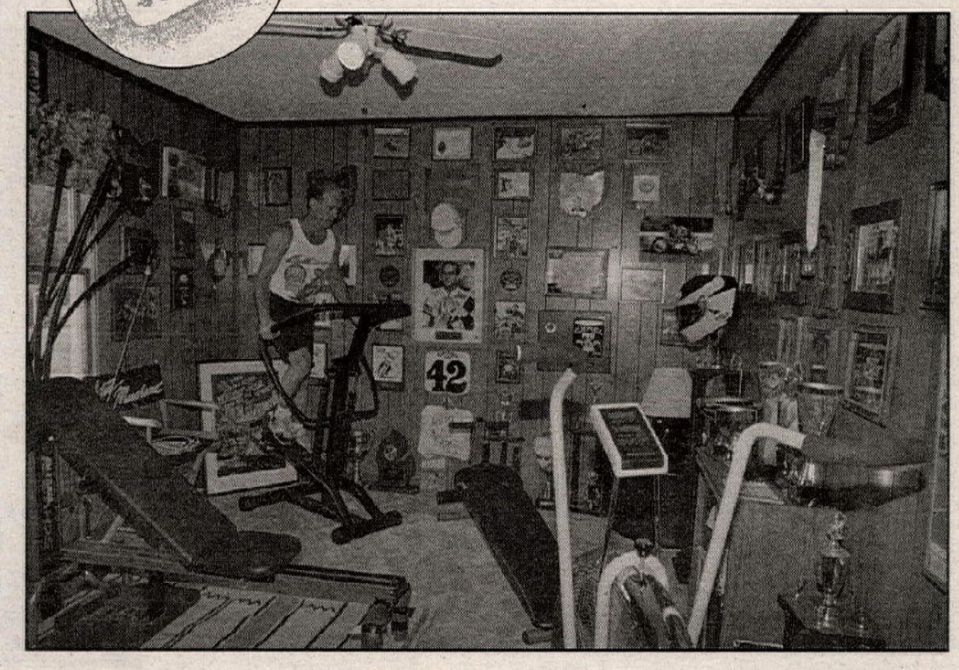
INTERVIEW Steve Morehead



It's just a number. I think as far as the racing goes, the older you get the smarter you get and the more mature you get. If something happens then you need to record it and write it down. A lot of my years were wasted riding for somebody else where something would be wrong with the motorcycle and I'd bring it in and say, "fix it." We'd do pretty good by the end of the year. But when I went somewhere else the next year, then maybe I wouldn't do as good because that guy didn't know how to fix it. Then all of a sudden you get wise and start paying attention to how each adjustment changes the motorcycle. There's three or four different ways to fix the same the push.

Do you think that's why so many of the younger guys in competition struggle at the Nationals?

I think that the riding talent is there like it was 20 years ago. But 20 years ago we all had a kit bike. All the motorcycles were pretty much equal, at that time everybody had Mert Lawwill cams and Branch or Axtell heads. Back then there was no weight rule so we all had 340-pound motorcycles. You could buy stuff right off the shelf and bolt it on. We were able to call Harley-Davidson, and Dick O'Brien (Harley-Davidson's Team Manager) would say, "This is what cam combination, or these are the heads that Springsteen and Parker have on their bikes," and I could have the same motorcycle.

Now, they don't share the technology like they did back in them days. I mean, they ran Nikasil cylinders a year or two before we even knew they had 'em. And if someone hadn't claimed one of their motors, we wouldn't have even known then. Once Honda got involved, Harley-Davidson pretty much shut the door on the rest of us as far as technology stuff.

That's part of the problem with being a privateer. I can go out and hustle sponsorship money to get me to and from the races, pay for my motels, gas and food, and get my tires and parts. But we've never been able to land enough money for R&D to go get a couple sets of heads, to have Hank Scott or Phil Darcy do this or that, have different cams made. All we've ever been able to do is come up with enough to keep our stuff the same.

Do you think that dirt track racing would profit from Harley-Davidson disbanding its factory team or at least reopening the R&D information pipeline to Harley privateers?

Yes. Harley-Davidson is always crying that they don't have the budget to do this or that. Well, why in the hell are they paying Parker and Carr to ride the motorcycles? To me that's ridiculous because Honda's not involved, so that's not a threat right now. They could cut those salaries and help the top 20 guys out better on a parts program. I mean, Harley-Davidson has done an awful lot for me, and thank God they're involved in the sport because if it wasn't for their contingency program, then it wouldn't even be worth racing. If you win a half mile National, it pays something like $4000 to win. If I'm riding your bike, you get $2000 and I get $2000. Big deal, we just won a National. But right now, Harley-Davidson pays another $2800 if you win and you're on a Harley. So now that's $6800. I just bought a brand-new pickup truck that I feel Harley-Davidson bought for me, what with all the contingency money I won.

Speaking of money. Guys like you and Geo Roeder hit the local races and the Regionals a lot more than most of the guys who ride the Nationals. I would guess that this improves your program and your bottom line at the end of the year.

It helps an awful lot. It's just like anything else. If you're going to be a plumber, then you've got to do it seven days a week. If you're going to be a carpenter then you have to use that damn hammer as much as possible to sharpen your skills. Some guys show up at Nationals who can't even make the show, but when they come to a Regional they ride the 600 class because they say that they can't afford to keep their 750 going. I honestly don't think that it costs that much money to keep a 750 race-ready. I can tell you that for every $1000 I spend with Skip Eaken to build my motors, I make $12,000. You have to ride the motorcycle to stay sharp for the Nationals. Really, I may only make $800 for winning a Regional, but that's more experience on the bike and $800 more that I've got in my pocket to get me to the next National race. Then what I make at the National, I can take to the bank.

Can a top 10 guy still make good money in dirt track racing?

I'd say a top five guy could.

The AMA has posted another $100,000 points fund for this year, so that should help.

It will. But stop and look back to when Camel was involved three or four years ago. What did we have then? A $1 million series? It used to pay a $100,000 to win, now it's $100,000 total. Why is that? It's beyond me.

Is the competition poorer than it used to be, say, 10 or 15 years ago?

The biggest difference I see is that when I first started racing we all had long

hair. Now, I got no hair and they're all wearing earrings (laughs). To be honest with you, the majority of them have been spoiled, and their dads have sheltered them too long. A lot of them don't even know how to load and unload the truck. The best advice I can give a kid is when you make an adjustment, record it, so you know what it feels like when you fix it. Don't just show up, cruise the pits and B.S. with everyone.

You train pretty hard, but only in the off-season.

That's because I'm racing almost every weekend during the season. We even go to Daytona early so that we can find a race track to get four, five hours of testing time and get ready for the half miles that come up. But physically, a main event usually lasts about 15 minutes, so I'll spend 20 minutes on my stationary bike and another 20 on my stairstepper. Then I'll get down and do a bunch of situps and then work on toning everything else with my Bowflex. I don't want to get big and strong, because in our situation a guy has got to try and stay little. But you have to be able to go the distance without falling out of the saddle or running over your tongue (laughs).

That's what Parker's deal is. When it comes down to five laps to go, you better be ready to pick up the pace, because he is.

Looking at the National schedule this year, 16 of the 25 events are half miles and that's your specialty. You have to be excited.

We're lovin' it. If you look back through the years, we've had more different winners on the half miles than on anything else. I mean, one year Shobert wins all the miles, the next year Parker wins all the miles. Then Parker and Carr win all the miles.

What's new with your '95 program?

This year we've got a good motor combination, but we know we need a little more to get by Parker where, in case I don't get the perfect drive, I can still catch him. We're real close, and this year we're trying to come up with more. Skip Eaken will be building my motors again. He's got his own shop and his own dyno, but Gary Stolzenburg and I have taken the combination that we had last year and made it fresh. We're not going to change that one. But we've got two brand-new motors that we're working with Phil Darcy on. Gary's doing them in his shop and Phil's doing the heads. We've also sent a set of heads to Hank Scott, and we've got some new cams coming so that we'll have two brand-new motors to experiment with. I've also got three frames that are identical, plus a Knight chassis and two 600s. Shit, I've got enough equipment to field a two-rider team.

You're going to promote a race this year at Eldora, Ohio.

Yes. Me and (Eldora Speedway owner) Earl Baltes are putting it on. You'll notice it's a $42,000 purse. The richest race so far has been Springfield, and it paid $41,000. We (dirt track) are fortunate in that we've got more promoters than dates to sell right now. I've told the AMA that we should get in a bidding war to drive the purses up.

What do you see happening with the sport in the future?

I think the thing is going to start growing again. If we can get on TNN, that will help a lot. I mean, with ESPN we were always on at 1 a.m. here in Ohio. Big deal. That doesn't help a bit when you go looking for sponsors. But if we line up TNN, it could be a better deal.

We've started this season with an owners group because we've got to keep them involved or you'll have no motorcycles for the riders to race on.

Also, Bruce Bober has come in from the AMA and he's been the biggest turnaround that we've had in years. He's set the relationship between the riders, the owners and the AMA. It's not us-against-them anymore. We're trying to work together. Now, we've got to try to keep Bruce from getting too big a head, keep him in line (laughs). But for the last two years it's worked really well. There is a real good association between us all.

Now we come to the inevitable question, and the one you've been asked most often. But let's put a twist on it. When you *do* finally retire from motorcycle racing what will you do with yourself?

Well, I'd love to say that I was going back to sprint car racing, but the only way I would is if I went and drove for somebody else. It's just too expensive to stay in that game and try to keep up. That's why I am trying to get my foot in the door with this promoter deal and work with Baltes to where maybe I could put on three races a year. I would love to get paid to see my friends somehow. Doing that means working with the racing association or being a promoter. I want to see the other side of the fence.

I have never won the National Championship, but I've had a great career, and I've met a lot of great people along the way. I want to walk away a winner, too. Right now, I'm just looking forward to Daytona because I always do well at the half miles except for that damn Memorial Stadium short track. But me and Parker and Springsteen go down there and have a hell of a riot. It's fun, and that's why I still do it. CN

"To finish first, first you must finish," goes the racing adage. At the 1995 Grenada-Dakar, where less than 30% of the motorcycles that started made it to the finish, most tire companies would be happy just to have their products survive the ordeal. But Michelin isn't like most tire companies.

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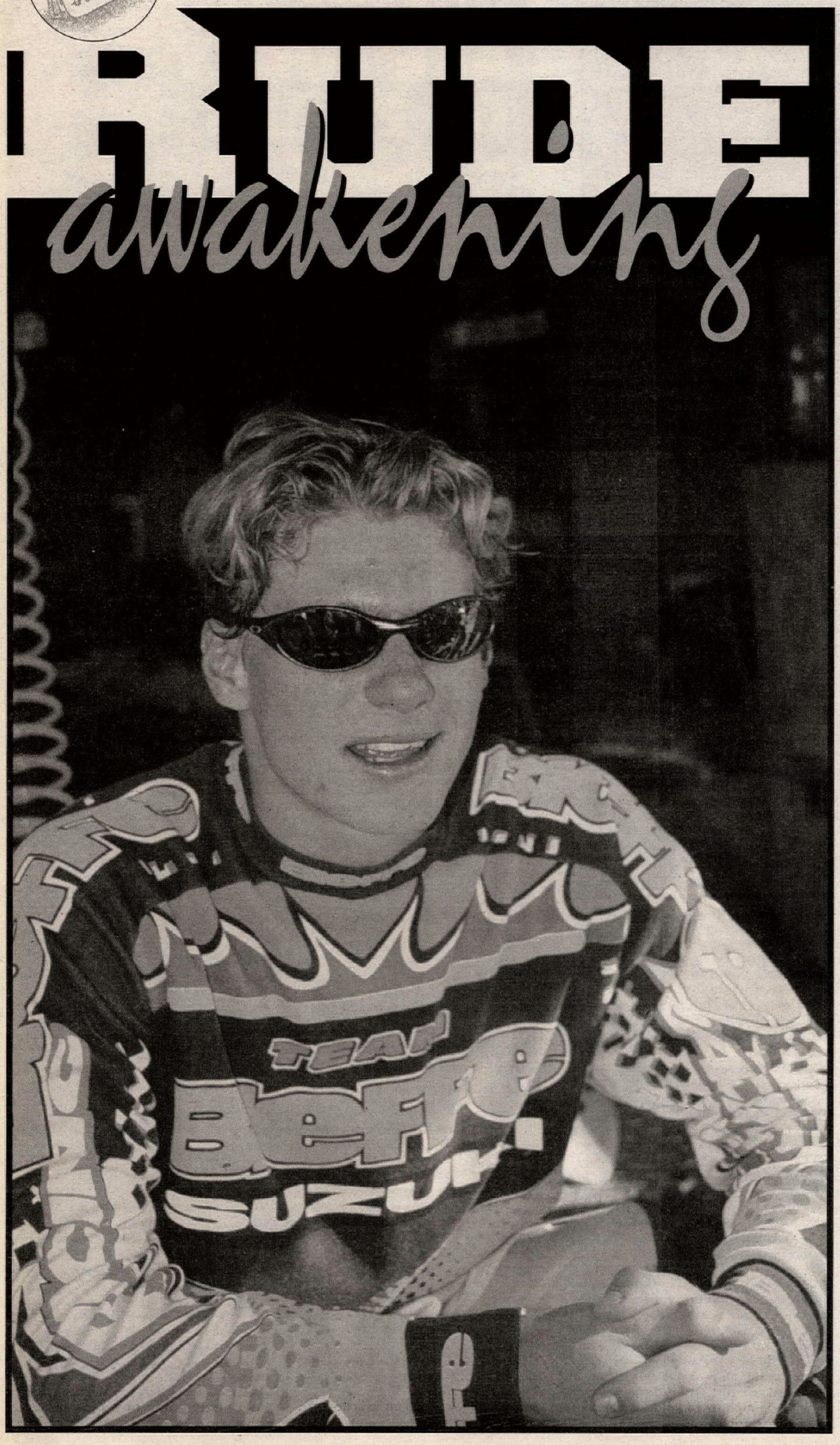

By Donn Maeda

There's a trend in American motocross, one that most acknowlege, but some deny: After reaching seeming dead ends in their racing careers, many American motocrossers set their sights on Europe in search of continued success. Trampas Parker, Donny Schmit and Bobby Moore are the best examples - their decisions proved advantageous, as all three went on to win one or more World Championship titles long after their racing days in America were over. Others who made the trip across the pond include Billy Liles, Mike Healey, Bader Manneh and Tallon Vohland. American racers who are in their prime would tell you that the others went off in search of less competition, while those who made the switch would deny that claim.

Oddly enough, the trend amongst Europeans is completely opposite. Once success in the World Championship series is achieved, many Grand Prix regulars head for the States in search of bigger and better challenges. Jean-Michel Bayle is the best example. The 125 and 250cc World Champion left his home country in order to "race with the best" in the United States. During his four-year stay, Bayle won all but one of the AMA's National Championship titles.

Stefan Everts, the '91 125cc World Champion, followed Bayle's example and contested the first few rounds of the '93 Supercross Series. Other red-hot Europeans who have recently tried their hands at supercross include Mickael Pichon, Frederic Vialle and Frederic Bolley. British Motocross des Nations Champion Rob Herring was even spotted at a local California race a few weeks ago...

But of all the "Euro Invaders," it is three-time World Champion Greg Albertyn that has caused the most ruckus - not even Bayle was as highly touted when he first set foot in the states. With the '92 125, and '93 and '94 250cc World Championships to his credit, Albertyn has his sights set on the 250cc National and Supercross titles. And under the guidance of five-time World Champion Roger DeCoster, the factory Suzuki rider has the backing and support to achieve his goals.

But so far, Albertyn's supercross debut has been less than stellar. The likable South African openly admits that he is not a supercross specialist and is so far satisfied with his midpack finishes. But come March 5, expect no midpack finishes from Albertyn. The three-time champ claims that he is completely focused on his task at hand - supercross - but there's little doubt that Albertyn is anxious for the Gainesville 250cc National Series opener to arrive.

This is where Albertyn will shine.

Five races into the 1995 U.S. Supercross series, what are your impressions about racing in America?

Well, I'm enjoying it a heck of a lot. There are a lot of new challenges for me, and I can see myself improving every week. Maybe the results aren't going up every week, but I'm definitely improving as a rider. And that's good for me because the last couple of years I've been improving, but not as fast as I'd like. I'm learning a lot of new things and really enjoying it. I like the style of racing, but now I have to learn to stay on two wheels from now on. Hopefully, the results will begin to come as well.

At the Orlando series opener, it looked as if you became more and more comfortable with each passing lap. In your

heat race, you battled for the lead with your Suzuki teammate, Ezra Lusk, before crashing and dislocating your shoulder. What went through your mind when you realized that you were injured?

Well, I was really disappointed. I had spent so little time on a supercross track, but I was quite surprised at how comfortable I felt. I was pretty smooth, but, obviously, I was still making too many mistakes. But with the little amount of time that I have spent on these types of tracks, I was quite happy with the progress that I had made. Then when I fell, I thought, "Oh, my word, what the heck is happening?" I didn't know how long I would be out for, but I rode the following Thursday after Orlando. It was a simple injury with a quick healing. I was happy about that.

Prior to the Orlando Supercross, how many times had you raced supercross?

I've raced supercross quite a few times in Europe. Probably about five times in the last three years. But to me, the supercrosses over here are a lot more involved. In Europe when we race it's just a fun kind of thing, the tracks are small and there's good money. But in America it's hard racing. The Americans really race hard. It's definitely very different.

With three world championships under your belt, your obvious strength lies in outdoor motocross racing. Coming into this season, do you find yourself holding back a bit in the stadiums, saving yourself for the Nationals?

No, I'm not holding back at all. My goal is to come over here and ultimately, before I leave America, win both the supercross and outdoor titles. I'm working just as hard at supercross - no, actually harder - than I am at outdoors. Because I need it more - supercross experience, that is.

You just said, "Before I leave America..." How long do you plan to stay and race in the States?

Well, I've set a goal of three years. So it looks like I have three years to meet those goals.

Are things going as well as you expected?

You know, I was definitely set back from the injuries. I had some injuries (wrist) at the end of last season, and entered this championship totally unprepared. I hadn't spent much time on the bike, and as an indirect result, that's what caused my injury at Orlando. I wasn't fit, and I wasn't comfortable enough with my racing. So the injuries did set me back, but as long as I'm improving every week, I'm happy.

Many Europeans feel that the reason Americans have been so successful in motocross is the time they spend on supercross tracks. Are you learning things in supercross that you feel will help your riding outdoors?

Probably, yes. Outdoors is a completely different kind of thing, and I'm sure that you can pick up one or two little things that will help you outdoors, but well, maybe not that much. Supercross is completely about rhythm, and you have to be smooth.

How are you adapting to all of your new competition? Do you feel pretty well accepted amongst your new rivals?

Well, I suppose that they've got no choice, really. They have to accept me. (Laughs) I was friends with a lot of them from when they would come to Europe, so I know a lot of riders from the earlier days.

Where do you live?

I live where most of the other guys do - in Corona, California.

Why did you choose Corona?

Well, actually, I was looking at a place in Redondo Beach, but then I drove out there a couple of times and saw how far it was from all the tracks. I figured, well, I'm here to race motocross - rather than spend three hours in a car every day. Why not live where the tracks are? My friend James Dobb was already living out there, and he kept his eye out for a house for me. I went and saw it - a nice house - and I took it.

Who do you spend most of your time with?

Well, I practice with my teammates a lot, because I go to the Suzuki track. I hang out with my mechanic and his wife a lot, as well as with James and his girlfriend.

So, what is the strangest thing about America?

Um... (Laughs) I'd say that it's the sad speed limits. Compared to Europe, where you can go 130 mph on the autobahn, the 55-mph speed limits in America are quite terrible.

Well, then, what is your favorite thing about America?

I definitely think that it's the weather. The European weather is terrible. You go over there in the winter and there's snow, slush and mud, and things are just bad. Here, this is winter? It was 90 degrees the other day!

So, do you consider yourself to be a "Californian" now?

Not at all, I'll always be a South African guy. And the weather in South Africa - actually the lifestyle in South Africa, is much the same as here.

Aside from riding, do you have any other hobbies?

(Laughs) Well, the way I've been riding lately, I don't really have any time for anything other than practice. I've just been training my butt off so that I may improve. But this year I definitely want to get my chopper license, and start riding Jet Skis.

You want to start riding street bikes? Like what, a big Harley-Davidson?

(Laughs) Oh, no. My helicopter pilot's license.

It looks as if your practice bike has the same works Showa conventional forks as your race bike...

The reason they are on my practice bike, is that you can't be practicing and racing on two totally different machines. They have got to be running the same. I'm really happy with the front forks. We went suspension testing yesterday, and Tom from Showa is totally clued up.

So how does this year's bike compare to the works Suzuki that you raced in the World Championship last year?

It is totally different, from engine characteristics to suspension. But it is also very good and competitive.

Care to make a prediction yet, about the 250cc outdoor series?

Nah. Not yet.

Do you think it is going to be tough learning all the new tracks, or are you a rider that adapts quickly?

Well, I used to be, but after being in Europe for so long - where you have two to three hours to learn the track - I have learned to take my time. I don't think new tracks will be a problem, but I'm not going to underestimate anybody right now. LaRocco, Kiedrowski, and probably even McGrath, are going to be tough. I'm not going to go in overconfident, and say that I'm gonna win. I'm definitely going to work hard at it, though. CN

Starting over

By Henny Ray Abrams

Mike Smith looked at himself in the mirror at the end of the 1994 season and he didn't much like what he saw. The results weren't there, which he could deal with, but on a personal level something was missing. This past winter has been a time of reflection during which he has dissected his life into its finest pieces, rebuilding for the coming year. And he has taken to talking about himself in the third person, a habit some will find annoying, but one which displays an ability to view himself from the outside, as others do.

Mike Smith arrived for the 1994 Daytona 200 with mixed emotions. He was in his third season on the American Honda factory team and he was being joined by Australian Kevin Magee, a fading Grand Prix star, but one with a lot of experience in development. And that experience would be invaluable because the team would be campaigning the all-new and untested RC45, a motorcycle that came with much advance notice, but a very short gestation period. On the downside, Smith's personal life was in upheaval and his marriage was breaking up, a process which began around Christmas of the previous year. He'd depended heavily on his wife to keep his life organized, and when she was gone it was time to start over. Daytona would be the place, the wrong place as it would turn out once he threw a leg over the RC45.

"You know how you want something to be a certain way? And, when it's not, you keep wanting it to be that way and you don't realize that it's not that way until something happens?" Smith asks in describing his first impression of the RC45 at Daytona. "I wanted it to be a certain way, but I knew better."

So, at the very first race of the year, Smith changed his plans. "You want to know what I did last year in Superbike? I saw that we weren't there at Daytona and there's nothing I could do about it. So I focused on 600s (Supersport) and I focused on riding that bike (the RC45) as fast as I could and trying to outrun my teammate. I concentrated on doing the best I could with what I had."

The 600cc Supersport class is the most highly competitive among the riders, and, more importantly, among the manufacturers since the 600 is a top-selling model. Smith would fly the Honda flag in the class, racking up five wins and a one-point lead over the tenacious Jamie James going into the penultimate round at Sears Point International Raceway. Then, with less than two laps to go, Smith threw it away - the race, and, ultimately, the championship. With Honda never even remotely a factor in superbike racing, or any other solo class, this was their one hope and it ended in a pile of hay bales outside of turn 10 at Sears Point. Vance & Hines Yamaha's James, who was pressuring Smith at the time, saw the whole incident. "Mike's got a big heart and he stayed with it to the last minute and it pitched him off," said James, who would go on to win the championship at the final round at Road Atlanta.

Smith went back to his hotel room where "life wasn't fun" and began to re-examine his world.

Because of his marital break-up, Smith said he "put all of my effort into my racing and into the 600, because that was the best chance I had. So, basically, I put all that in there and had a lot to lose. And I lost a lot at Sears Point."

The time had come to redefine himself and it wasn't easy.

"I've been working hard at looking at myself. I haven't shown people how nice a person I really am because I let stress get to me. I'm not that way. With my break-up, it was like, hey, something is wrong with me, not as a racer; I got all that. I get out on the track and I burn rubber with the best of them, and I don't look at my personal life out there. But it's when I come back and sit down. My racing stuff was good, I knew how to ride, but my personal life was screwed up," Smith said. And it would stay that way for some time, taking him until the beginning of this past winter to totally get over it.

Had there been more success on the superbike it might have been easier, but it was a season to forget - a season filled with frustration, from the top of the team on down. There was very little support from the factory and an edict from up high to not fiddle too much with the factory goods. There was a similar struggle going on with the World Superbike Championship team of Doug Polen and Aaron Slight, but the development from the world team never reached the American team and there was more than a little bitterness. Plus, Magee, who Smith greatly respected and who was brought in to signal Honda's seriousness about winning, was openly and vocally unhappy.

The year started with Smith qualifying 17th at Daytona, then coming home seventh in the race, not bad for a first outing, but, ultimately, misleading. At the following race in Phoenix he qualified ninth and finished seventh, getting hit at the end of the race by Yoshimura Suzuki's Tom Kipp. The parking lot debacle at Pomona was next and, with practice wiped out due to track problems, Smith started the race on a bike built on hypotheses. "We missed all those days of practice and I was in la-la land out there," Smith said at the time. Still, he finished eighth.

By now it was apparent that the bike wasn't competitive and that he would be toiling at the bottom end of the top 10. At Laguna Seca he was 14th fastest in qualifying, two spots below teammate Mike Hale who was on last year's RC30. In the race he would finish ninth, a position he found himself in at the end of the next race at Elkhart Lake.

Loudon would be next and it would be something of a revelation. A fast lap around the New Hampshire circuit requires precision, rhythm, and not a little bit of disregard for the ubiquitous hazards. Smith qualified ninth, about standard, then found himself in a three-rider battle for fourth on a blazingly hot day after changing his riding style and tactics. "That's the way I've got to ride it," he realized.

"At Loudon, we didn't have very good luck working on our bike. And Loudon is a track where you can easily get wrapped up in working too hard because you have to move a lot. So to be subtle about doing stuff doesn't come easy at Loudon. Slamming it hard, flicking it hard, because it's all real short. We worked hard all weekend, and in the heat - it gets your mind twisted - but in that pain and struggle and suffering, when I finally turned loose and relaxed, it was great," Smith says.

What he discovered was that a judicious use of the brakes in the corners could correct flaws in the suspension and set up a proper exit, something he'd never tried before because of the way he manhandled the motorcycle. "I tried to change Mike Smith instead of bullying my way everywhere I go and be bully-

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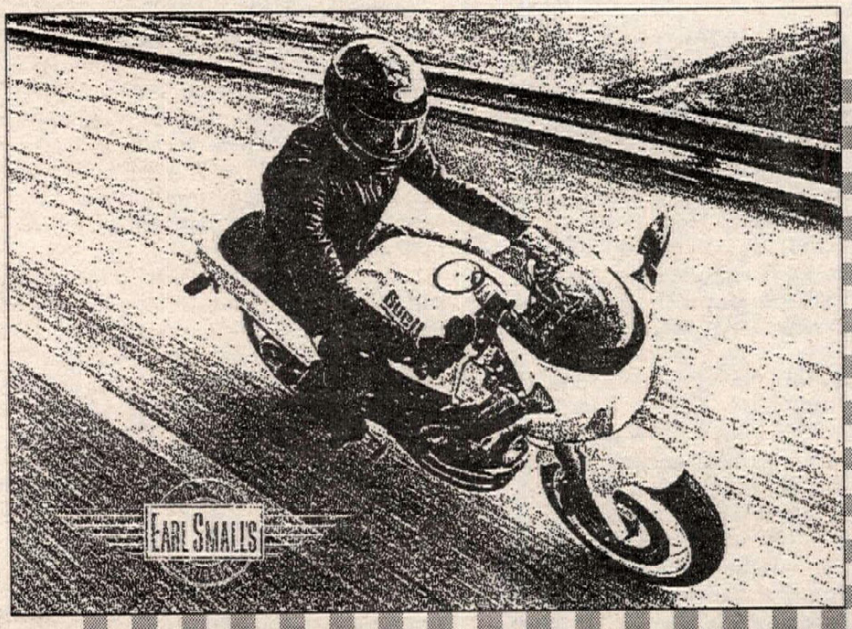

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	Trial sub.	15 issues	$24.00
MEXICO	1 year	50 issues	$78.00
	6 months	25 issues	$39.00
	Trial sub.	15 issues	$24.00
ALL OTHER COUNTRIES	1 year	50 issues	$78.00
	6 months	25 issues	$39.00
	Trial sub.	15 issues	$24.00

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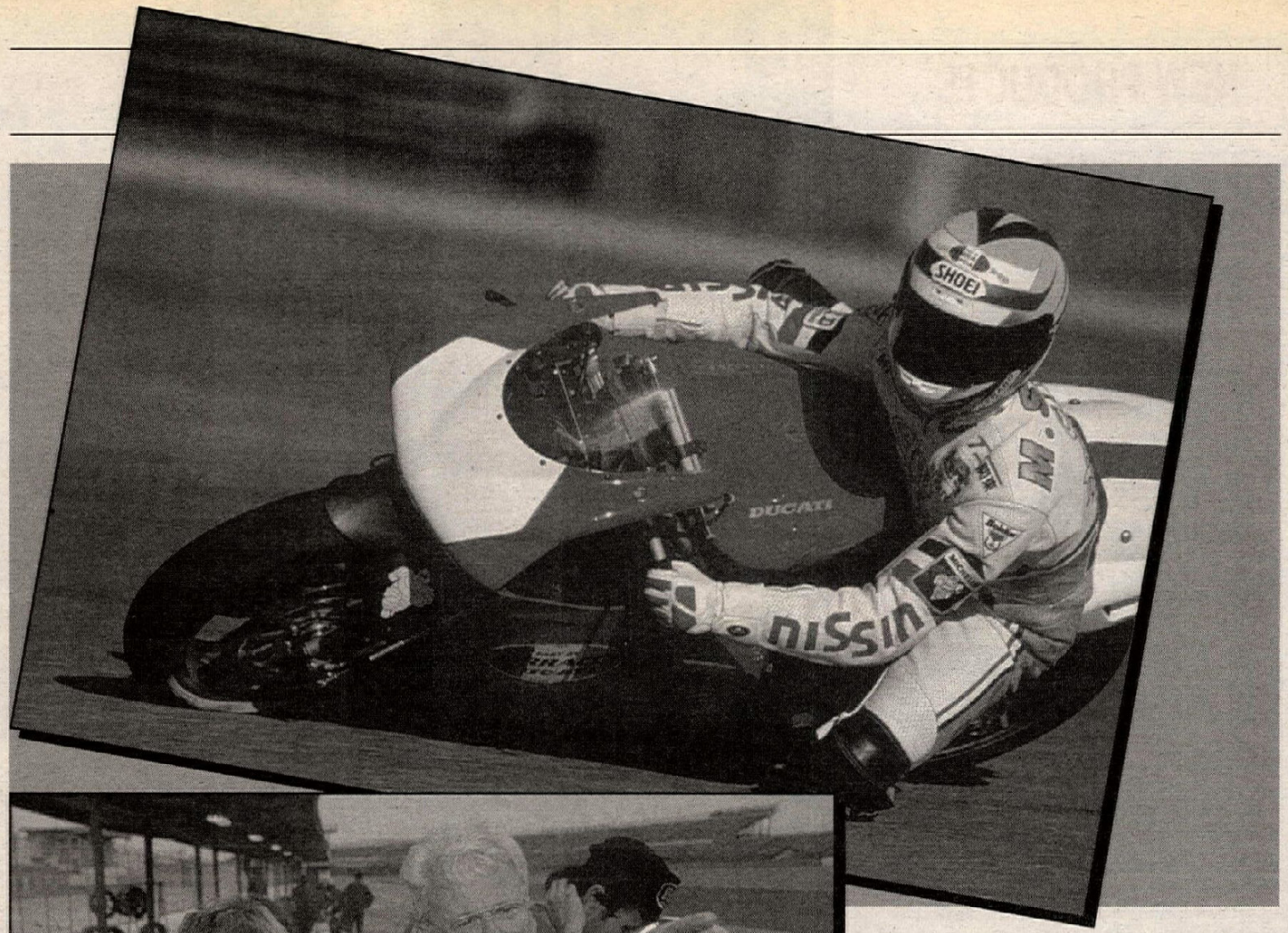
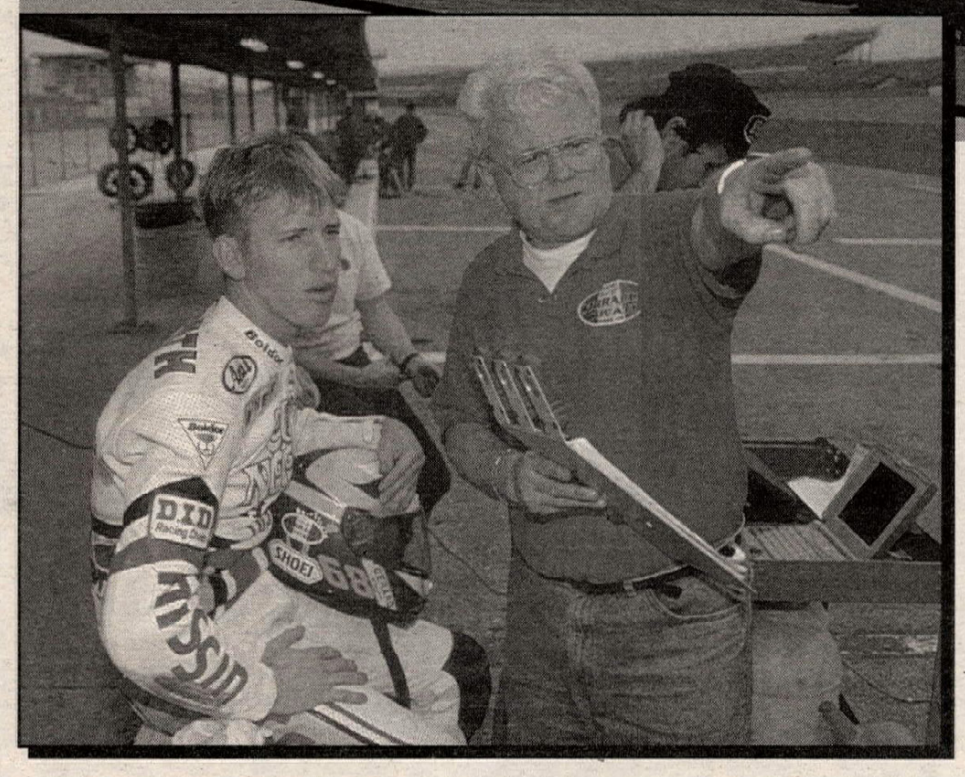




ing my bike and everyone else. I learned a lot about myself because you reach a point with brute force that you can't force no more. You can only tighten something so tight, then it snaps. So you stop learning. That's your wall of learning. So, actually, I learned how to ride a little bit using the rear brake. I'd always heard people used the rear brake and I thought, Man, you're crazy, you're stupid. What are you doing? And I wouldn't use it in every corner. Immediately when you use the rear brake you get hard-headed and say, I'm going to use it every corner. I'm going to stomp it, too. You've got to be subtle with it."

In the race, Smith found himself near the front of the field for the first time all year, contesting fourth, along with Muzzy Kawasaki's Tiger Sohwa and Vance & Hines Yamaha's Colin Edwards II. He beat them to the flag and came to an important realization in the race: "That's the way I've got to ride it," he said.

Again at Mid-Ohio he qualified ninth and was running fourth when he crashed, a victim of his own bad tire choice. But things were picking up and at Brainerd he finally led the race, though just briefly. He was first slowed by a hole in his exhaust pipe, then a front wheel weight came off while he was leading. For the second race in a row he didn't finish. The next race he wouldn't start.

That was at Sears Point, and he was still banged up from crashing the 600 earlier in the day. The final race would be at Road Atlanta, something of a home track, where he again qualified ninth, and finished sixth in the race. He finished the season eighth overall.

Then the phone started ringing. Honda and Yamaha and Kawasaki and Ducati called and he was somewhat surprised. "I think I know how to ride as good as anybody. But I didn't know what they thought," Smith said.

He wanted to join the Ferracci team, but told his manager Tom Sheehy to make the best deal possible if that didn't happen. Then he went elk hunting up in the mountains. When he came down he was a member of the Ferracci team and when he got to Daytona for a test he reinforced his belief that he'd made the right choice.

"I didn't know that Ferracci was that laid back," Smith said. "Every team that I've been on, except for when I first started racing, I don't know why, but I felt kind of like on edge. And every team that I rode for, I guess that I had to prove myself. But I don't know if it was the team or if it was me, you know, that caused that, because I have adjusted my personal self. But I don't feel that any more."

His first impression of the Ducati was that it had a lot of potential and that he needed to learn to ride it differently than he had the Honda. "I guess I rode it like Mike Smith rides, which means I push it pretty hard sometimes and you have to back off and try to flow with it.

"I like it to be balanced so I can slide both wheels. I like to be able to go in and turn in hard on the brakes. I like to ride on the edge and to ride on the edge it needs to be balanced. Not front-heavy or rear-heavy, just even. I don't mind muscling it, I can muscle it to make it run quicker. If you can go up to the corner, and it's balance and go, snap, and almost jerk the handlebars out of it and it'll lay over on its side, steady, and just be burning rubber.

"The Honda was hard, the front end didn't have a lot of feedback in it until we got working on the geometry. This one here, it works pretty good, but we've got a lot of work to do to get it to where it's evened up. It's not right yet. Once we get it balanced it's going to be good because of the way it makes power. I'll be able to see the power delivery a lot better," Smith said. Ultimately, Smith said the key will be finding the subtleties.

"The subtleties is the edge. It's the edge of the sharp kitchen knife when you're cleaning it. You don't want to find it too quick," he said.

A two-day test at Daytona isn't enough to find the edge and he's not going to push it. "This is the way I'm going to do it and this is the way I want to do it and that is to do it slowly. Get my feet on the ground nice and solid and then, because I know I've got the energy, slide it and push."

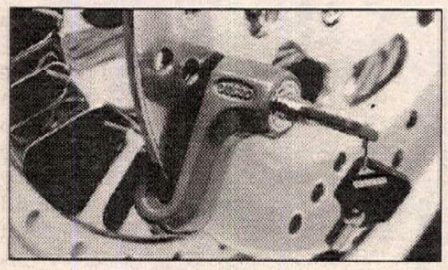
But that same two-day test was enough to instill a great deal of confidence. Can you win the Daytona 200? he is asked. "I've got some of the best chances that we've ever had. I'd say we've got a real good chance of going to Daytona and winning."

The confidence comes from "just the way it happens slowly and it happens definitely, it doesn't happen by chance. And we may not win the Daytona 200 and if we do, that's good, and if we don't hey, that's fine, too. Of course, you want to win Daytona - you want to win all of them. Daytona's good, but what we want is to get the most out of what we've got. If I can do that and don't win, then I can't help it. As long as I can get the most out of what we've got. If I step back and look at it, if I get the most out of what's available then I'm going to do good." CN

NEW PRODUCTS

TAZ TIME

Armitron has introduced the **Biker Taz wrist watch.** The face of this devlish little timepiece features an illustration of the famed Warner Bros. Tasmanian Devil cartoon character dressed in motorcycle garb and ready to hit the open road. The watch includes a silver-studded, black-and-tan leather strap and a matte silver bezel. The dial is white with silver markers and features the Arabic number 12 at the top. The Biker Taz retails for $45. For more information contact Armitron, Dept. CN, 29-10 Thompson Ave., Long Island, NY 11101, 800/937-0050.



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Flanders is now distributing the **Emgo Disc Lock.** The lock offers a simple way to help you keep your motorcycle where it belongs - in your possession. The diecast aluminum lock's 5.5mm pin is designed to fit through the vent holes on your bike's front brake caliper and contact the fork, preventing wheel rotation. Small enough to fit in your pocket yet strong enough to provide the same security as a heavy chain, the Emgo Disc Lock retails for $28.95. For more information contact Flanders, Dept. CN, 340 S. Fair Oaks Ave., P.O. Box 93605, Pasadena, CA 91109-3605, 818/792-7384.

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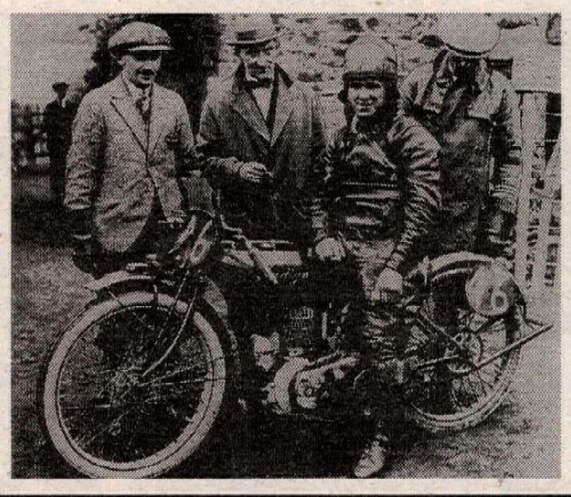
BMW

Daytona International Speedway

Monday, March 6
- AHRMA Vintage Racing
- BMW Battle of the Legends
- Sound of Singles by BMW
- BMW Concours d'Elegance

Tuesday, March 7
- AHRMA Vintage Racing
- BMW Battle of the Legends
- Round 1 of the new British-European-American Racing Series (BEARS) World Championship by BMW
- Battle of Twins by BMW
- BMW Concours d'Elegance

Friday, March 10
- BMW Battle of the Legends



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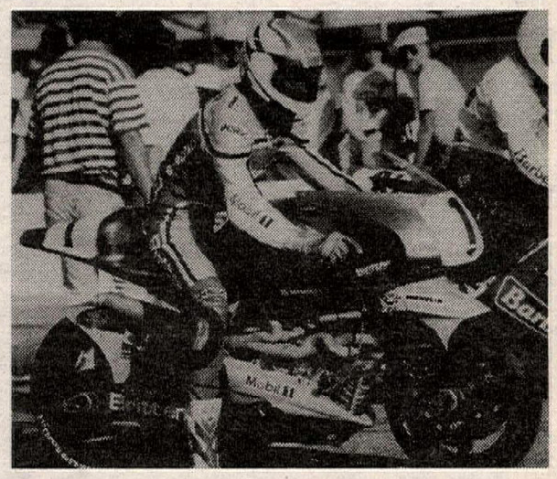
Grand Marshal: John Surtees, MBE



AHRMA Bike Week Schedule

March 4
***Vintage Iron* National MX**
Florida Motorsports Complex, Ocala
Annual Off-Road Awards Banquet
Ocala Holiday Inn

March 5
Daytona roadrace tech inspection
Meet the BMW Legends
American Motorcycle Institute, Daytona Beach
***Classic Bike Magazine* Dirt Track**
Daytona Municipal Stadium

March 6
Vintage, Legends & SOS roadracing
PaceRide, Concours
Daytona International Speedway

March 7
Vintage, Legends, BOT, BEARS, Concours
Daytona International Speedway

March 8
Annual Awards Banquet
DeLand Holiday Inn

March 9
***British Bike Magazine* Trial**
Florida Motorsports Complex, Ocala

March 10
15th Annual Concours d'Elegance
Volusia County Courthouse, DeLand
BMW Legends
Daytona International Speedway

March 11
J. Wood & Co. Auction
Stetson University, DeLand

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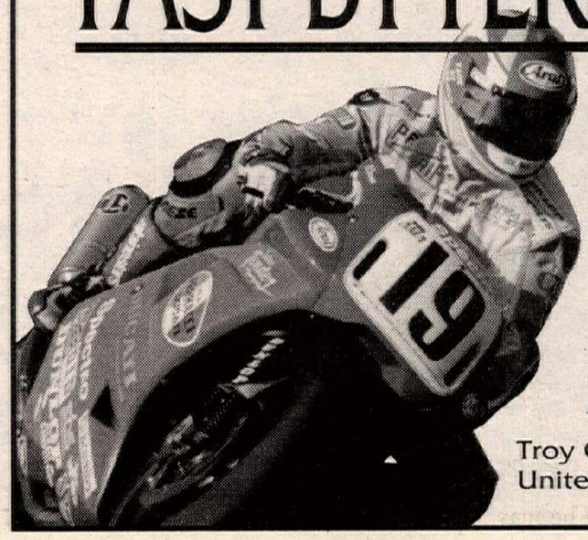

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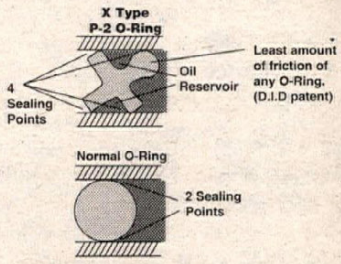

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Troy Corser, Fast By Ferracci: 1994 AMA United States Superbike Series Champions.

INTERVIEW | 1994 Grand National Cross Country Champion Scott Plessinger

The old school way

By Chris Jonnum
Photos by Jim Talkington

Not long ago, hare scrambles and cross country really were amateur sports. Of the top riders - talented as they were - almost all made their primary livings outside of racing, and for the most part pursued their "hobby" on weekends only. This should in no way detract from the feats of past heroes such as Ed Lojak and Mark Hyde, who both managed to win National Championships while holding down jobs and raising families. But the fact is that among contemporary title contenders, such an approach is becoming increasingly rare.

At Daytona Bike Week, Scott Plessinger will begin the defense of his first Grand National Cross Country Championship at the series opener in Ocala on March 7. And he'll be embarking on that mission in a much different manner than did '93 champ Fred Andrews, or '92 title holder Scott Summers. Both of those riders - probably Plessinger's biggest competition - represent what many are referring to as the "new breed" of off-roaders - a breed that competes not only for fun, but for money as well. Just take a look at the racers who took the other off-road National titles last year. Hare & Hound Champion Danny Hamel, Enduro Champion Steve Hatch and Hare Scrambles/Reliability Enduro Champion Rodney Smith all concentrate on racing full-time, as does ISDE Top American Ty Davis. And of that group, only Smith is married.

But Plessinger, who has resided in Hamilton, Ohio, for all of his 27 years, lives for other things besides motorcycle racing. At a time when much of his competition arrives at the race sites up to two weeks early to practice on the local terrain, Plessinger typically shows up a day or two before the green flag drops.

Our phone discussion with Scott took place 11 days before the Hare Scrambles opener in Hollister, California, and while Summers and Smith were already practicing at the race site, Plessinger had yet to leave his Ohio home, explaining simply, "I've got things I've got to do here."

Among those things are squeezing in several hours a day at his family's business, Hamilton Rental Center, and performing all of his own bike maintenance - neither of which is a common pastime for his competition.

"I've always liked working on the bikes, and I don't feel comfortable whenever somebody else does all the work on the bike," Plessinger says. "I know what I've done; if something breaks then I can't blame somebody else for what happened. I blame myself."

On race day, however, even Scott accepts a bit of outside assistance, usually from his brother Gary and his mechanic Jeff Copas. But you could say that Plessinger's team extends further than that. Whereas most of his rivals are "swinging singles," Scott has the sup-

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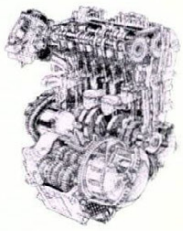

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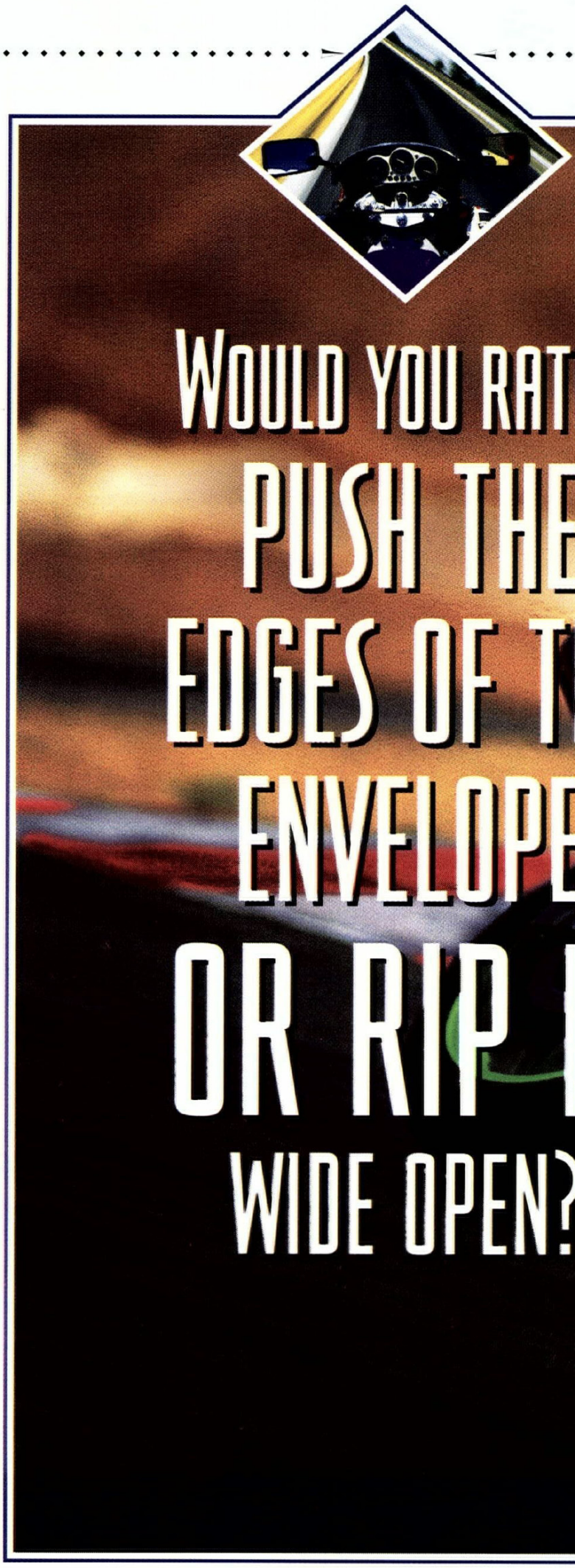

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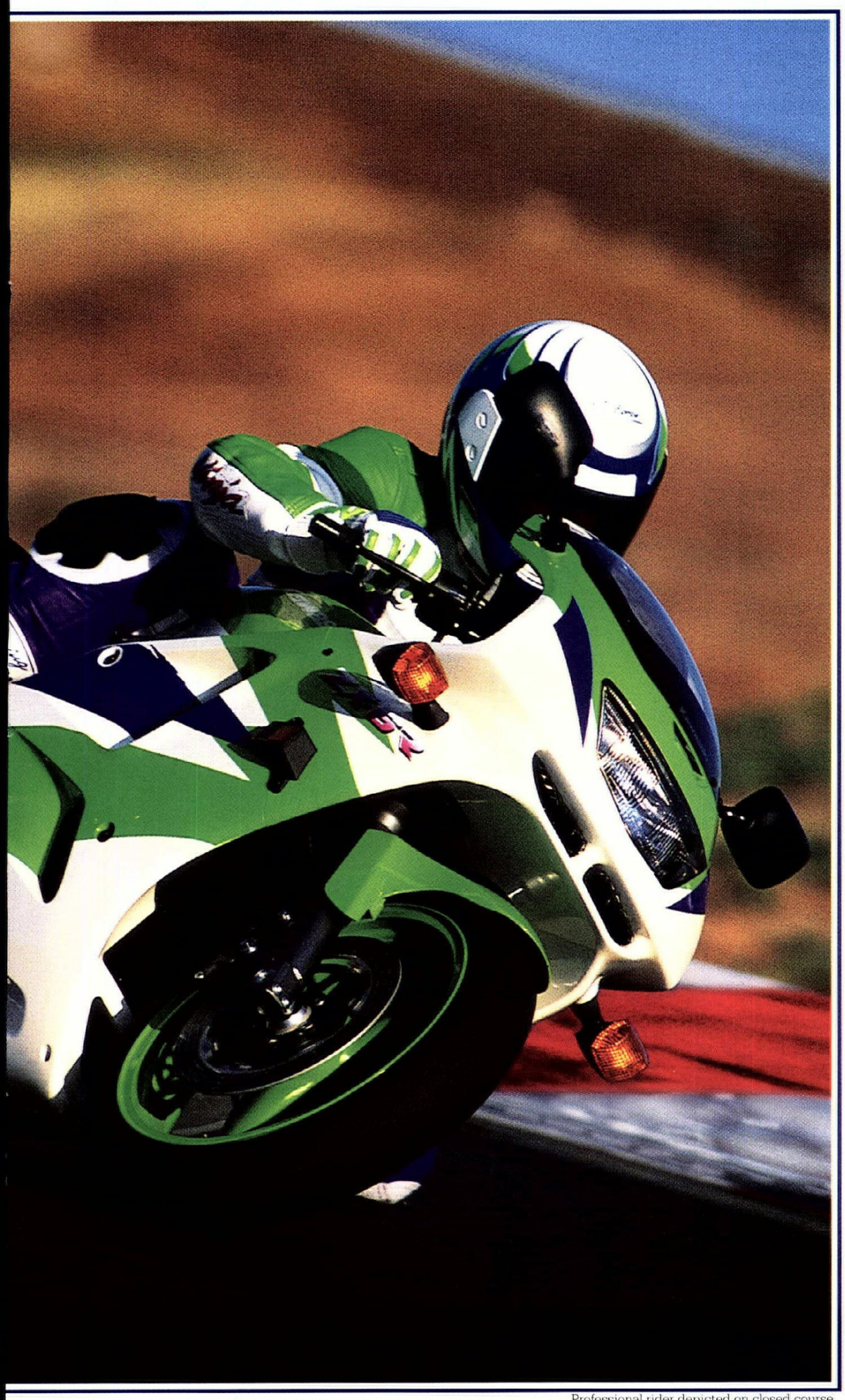

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port of his wife Angie and his two-year-old daughter Danielle, who was the happy recipient of a brand-new KTM 50 this Christmas.

And the idiosyncrasies don't end there. In a sport otherwise ruled by machinery from the Orient, Plessinger opts for an Austrian-manufactured KTM. He is the only '94 champion not to ride a Japanese-built motorcycle - another peculiarity that harkens back to men like Lojak and Hyde.

"I think I could win on pretty much any bike. It's just that KTM's a good company to ride for. I think they're the most friendly people to ride for. I feel a lot more comfortable riding for them than I did with Kawasaki. Whenever I talk to them about things, they listen and do something about it."

A good example of that understanding was KTM's willingness to let Plessinger ride with a conventional Marzocchi front fork, at a time when the off-road world had become enamored with the rigidity of inverted forks.

"I started using them (the Marzocchis) in '93, before anybody ever did, and KTM didn't want me to. But I used them one time, and they just seemed like they worked so much better over the rocks and tree roots than the inverted forks. They're less harsh and they seem to flex a lot more than the inverteds do. The bike's 100 percent better than what it used to be. I think that's had a lot to do with the better finishes that I've had, too. I always complained to KTM in the past years that they had an excellent bike, but the suspension just wasn't as good as the bike was. Now with these here, it's just a 100 percent better bike."

The result? KTM now specs all of their production machinery with Marzocchi forks, as well as Ohlins shocks. And top racers like Smith, Davis, Randy Hawkins and Kevin Hines are now using conventional forks, despite the fact that their Japanese bikes still come with inverted units. The riders know what works, and aren't willing to give up anything to the competition.

This win-at-all-costs attitude is something new in the world of off-road, but is indicative of what it now takes to be successful in the sport. Still, while enduro and rally riders are considered professionals in Europe, the AMA continues to treat off-road racing on the amateur level - a fact that Plessinger thinks should change.

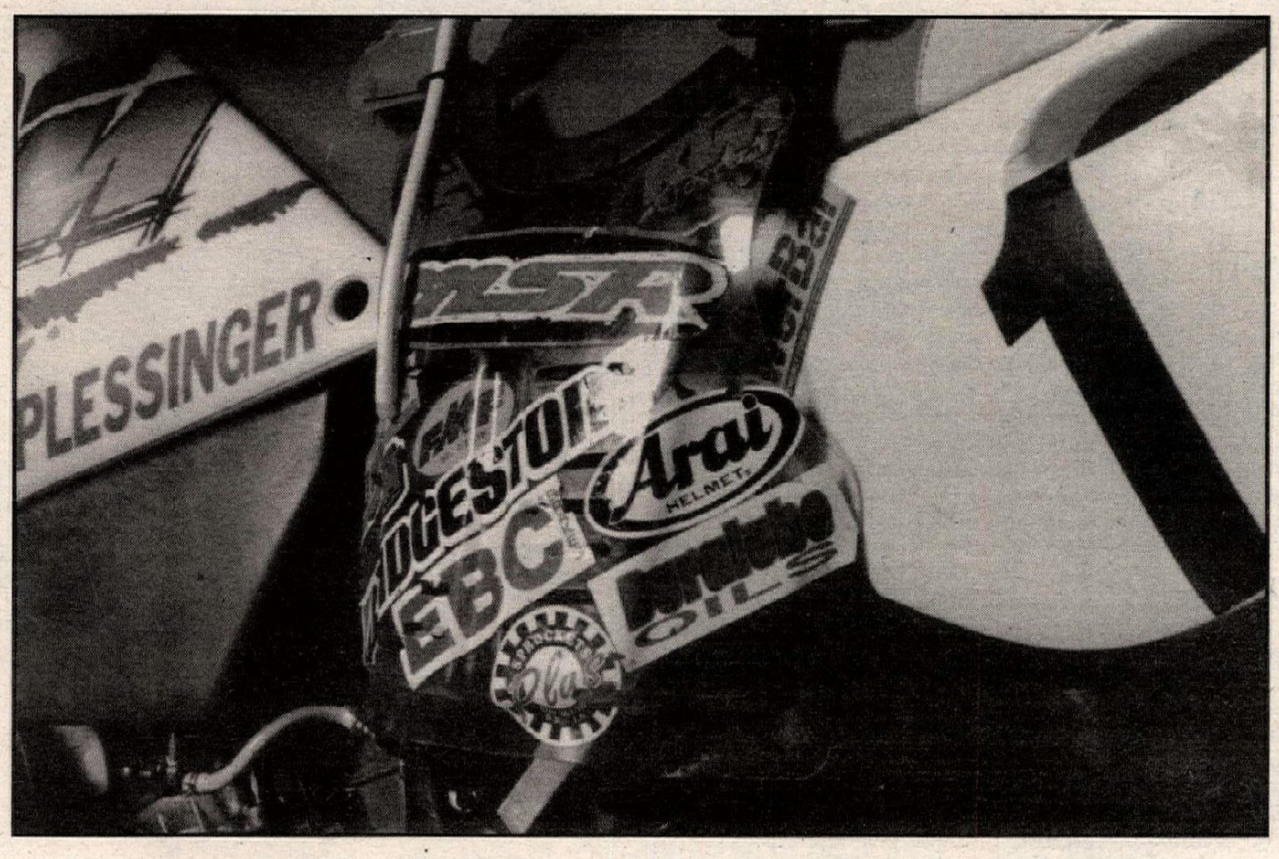
"I think it should be a professional sport; I don't think they should consider it amateur anymore. I know anybody can come and race the event, but we're making just as much money as some of the motocrossers out there. I think they should put up purses and do it that way. But I think they should leave it open to everybody, because that pays a lot of the money for the promoters."

One of the reasons for the new attitude in off-road is the fact that several former motocrossers have made successful transitions onto the trails - Smith, Davis and Andrews being the most notable examples. Many traditionalists view this as negative, but Plessinger, who grew up in the woods, welcomes the stiffer competition.

"I think it's helpful," he says. "I think in future years it'll bring more motocrossers into it, which is good, because that brings the competition up and gets more of the manufacturers into it. Plus, it makes it more professional."

But motocrossers aren't solely responsible for the increase in professionalism. Many also point to longtime off-roader Scott Summers as a key motivator. Summers, a six-time National Champion, puts heavy emphasis on public relations, and has the press coverage to show for it. Partly due to his speed on a big four-stroke, Summers has become the most popular off-road rider around, despite the fact that he didn't win a title in '94. Though it can be frustrating to a relatively ignored champion, Plessinger is gracious in accepting his lot.

"He (Summers) puts a lot of effort into it, and he's in a lot of the magazines," says Scott. "He has the time to spend with them and he's an editor at Dirt Bike, so that helps a lot too...I know I'm just as fast as he is, but he has more time to put into the sport than I do. He doesn't have a family to have fun with or anything; (laughs) basically he's just got Fred (Bramblett, his mechanic)."



Injuries were one of the main reasons Summers had an off year - a fact that is literally becoming a painful reality on the fast-paced hare scrambles/cross country circuit. "The speeds that we're riding, and that XR weighs 40, 50 more pounds than our bike does, it throws him down, and throws him down hard," says Plessinger. "Before, he wasn't riding as fast as we are now. Now that he's got more competition, he's trying to get away from everybody. It's just getting him hurt more. I've slowed down a little bit, but basically I've gotten faster (by doing that)."

Plessinger, too, suffered injury in '94; he raced with broken toes, but a fractured ankle kept him out of the hunt for a third Hare Scrambles title. "I think the speeds of the riders have picked up. We're going so much faster than we ever have. Back in '89 when I won the Hare Scrambles Series you could start a race and you don't really ride hard until the two-hour mark, and then you really turned it up. Now, there's so much money into this thing that from the start you're going 100 percent all day. A lot of the time the people that are getting hurt, it's early in the race, because they're not familiar with the course."

"That's why I haven't been riding a whole lot this winter - just taking it easy and doing quite a bit of training," Plessinger continues. "I want to let my body heal up and try not to break anything before the start of the season."

Again, the despite the increased competition and subsequent rise in rider contact and injuries, Plessinger still feels that the good-natured spirit of off-road lives on. "Everybody's still pretty friendly, and I get along with everybody out there. I don't have anybody bad to talk about or anything. Probably the two people that don't get along are Scott (Summers) and Fred Andrews. I think it's more personal with them. They seem like they're the only two that don't really talk to each other. I'm good friends with Fred, and Rodney, too, even though we tangled together. Probably the one that I'm really the closest to is Duane Conner. I talk to him all the time and every once in a while I'll go up and go riding with him. He lives in Pittsburgh, which is about four hours from here. He's probably my best friend out of all the top riders."

But when asked if he respects any rider more than the others, Plessinger is diplomatic: "I kind of respect them all, and I treat them all about the same. Out on the track you've just to do what you can do to win. I don't go to the race and try to take anybody out. I've never ridden like that and I probably never will."

Perhaps that is because Plessinger doesn't worry about what the other riders are doing, instead opting to concentrate on just one thing - winning. His goals for '95 are simple: "I'd like to win both of them (the Hare Scrambles and Cross Country titles). You really can't go any further. Once you win the championship you've just got to keep trying to do it again. That's my main goal. I'd like to win a few more races than I did last year. I won six races, which is the most in one year I've ever won. But I'd like to win a couple more races and then both the championships. If I ride like I did at the end of (last) season, it should be...well, it won't be *easy*, but it'll be *possible*."

The end of last season is something many people are still talking about. Plessinger finished off the year on an incredible hot streak, winning four of the last six hare scrambles and cross country rounds. Of the two he didn't win, Plessinger sat out one and earned his title at the other. Can he continue the trend?

"I think I can. I've changed a lot of things as far as diet and training and everything. It seems like it started helping out a lot at the end of the year. I started slowing down in places where I had tried to go faster and ended up crashing. I wasn't having any crashes, hardly, at the end of the year. It really helped out."

Winning two National Championships in one season is a tall order to fill, though Smith managed to pull it off last year when he took the Reliability Enduro and Hare Scrambles crowns. Plessinger is probably smart in concentrating on the Hare Scrambles and Cross Country Series, because the two forms of racing are extremely similar - so alike that some think the two should be combined. Plessinger doesn't agree, but he does have his preferences. Though he has two Hare Scrambles crowns to his single Cross Country title, Plessinger has never enjoyed the former series' extended travel demands, or the high speeds of its Western courses.

"It seems like the Cross Country Series is put together a lot better than the Hare Scrambles Series, because you've got one group of people running the cross countries and you've just got (different) promoters running the hare scrambles. Plus, you've got the banquet at the end of the year. You get a lot out of that...But I like running both the series."

That enjoyment is what keeps Plessinger going. After all, he *has* been at it for a long time - 18 years, to be precise. He learned to ride at age nine, picking it up from his brothers. Plessinger started racing after his brother was injured, and progressed steadily until picking up his first title in '89 - when all of his current rivals had yet to win a championship. Now, most of his local friends have given up active lifestyles, leaving Scott to train by himself or perhaps don his in-line skates and horse around with the teenage kids down the street. He's not getting any younger, and with three crowns, some might guess that Plessinger would start to lack motivation.

"I'd like to just see how many (titles) I can win," says Scott. "I'm not sure how long I'm going to race for right now. I know I'm going to race for the next three years, but I'm not sure after that. I'll just have to see how things go. I'm still having fun at it right now, but when I stop having fun at it, that's probably when I'll hang it up."

At that point, Plessinger says he'll probably continue his current job at his family's business, but on a full-time basis. In the meantime, Scott has no regrets.

"I really don't have any other interests in anything, and there really isn't anything else that I'd like to do," he says. "I'll always enjoy doing this (racing) more than anything else. I won't regret anything. I've accomplished a lot of things within racing, and met a lot of people. It's been a lot of fun." CN

INTERVIEW Anthony Gobert

By Henny Ray Abrams

Anthony Gobert is standing in the pits at Phillip Island Raceway, his helmet and gear bag at his feet, a partially disassembled Honda RC45 resting nearby, no longer at his disposal. The works Honda had been brought to Australia for Gobert to race in his homeland in the final World Superbike Championship round, and on this day, a test session a week or so prior to the race, Honda has changed its mind, leaving Gobert stranded - no bike, no entry, no luck. He hangs around, chatting with his former Winfield Honda teammate Kirk McCarthy, then decides, "If that's the way they want to be, I'll go talk to Kawasaki." So, he says, he walked down the pits and "spoke with Steve Johnson and asked if they had a spare bike."

Johnson picks up the story. "I said, 'Sure, sure we have a spare bike.' A few minutes after that he threw a leg over it and did 20 laps on it. I think he went as quick as he'd gone the week before on his Honda," Johnson remembers. And the following week he went even faster.

"He went two seconds faster on our bike than he did on the Honda," Rob Muzzy says. "I expected a second and a half." And it was a spectacular two seconds a lap, according to Muzzy.

"One of the things he was saying he really liked about our bike is that it had a lot more lock on it. In other words, you can get the thing hung out farther before you got on the steering lock. And, the fact is, he'd have the thing over on the lock, back wheel smoking. When it's time to straighten it out, he'd sit back, lift the front end, and drive off, very reminiscent of Scott Russell," Muzzy says.

When the race weekend arrived, Gobert qualified on the pole in his first race aboard the Muzzy Kawasaki. Not a bad start and an omen of better things to come. He would have finished second in the first leg, but slowed late in the race to grant teammate Scott Russell safe passage into second place, and the invaluable World Championship points that went with it. He won the second race.

"I thought, maybe it might have been a little closer, but I felt like I was riding pretty good," Gobert, who turns 20 the Sunday prior to the Daytona 200, says matter-of-factly about his stunning Kawasaki debut.

Where once America was the breeding ground of champions, now it seems Australia exports the most talent. The tide began to swing in earnest when Aussie Wayne Gardner won the 500cc World Championship for Honda in 1987. His was a style of brute force and uncompromising will, a technique forged from racing Superbikes in Great Britain. Unfortunately, it landed the Wollongong native in hospitals all over the world and he was never an effective force at Honda after his title season. But Honda had already begun grooming his successor, the reticent, but extremely talented Michael Doohan. Like Gardner, he'd come to the 500s from the Superbike class, but in Australia where he'd raced for the Marlboro Yamaha team. The two couldn't be more different; Gardner all bravado and bombast, Doohan almost reclusive and distrustful. It wasn't until 1992 that Doohan emerged as a World Championship threat and that was the year he threw the title away in Assen. In 1994 he would finally get his just rewards. And he would not be the year's only Australian emigrant champion.

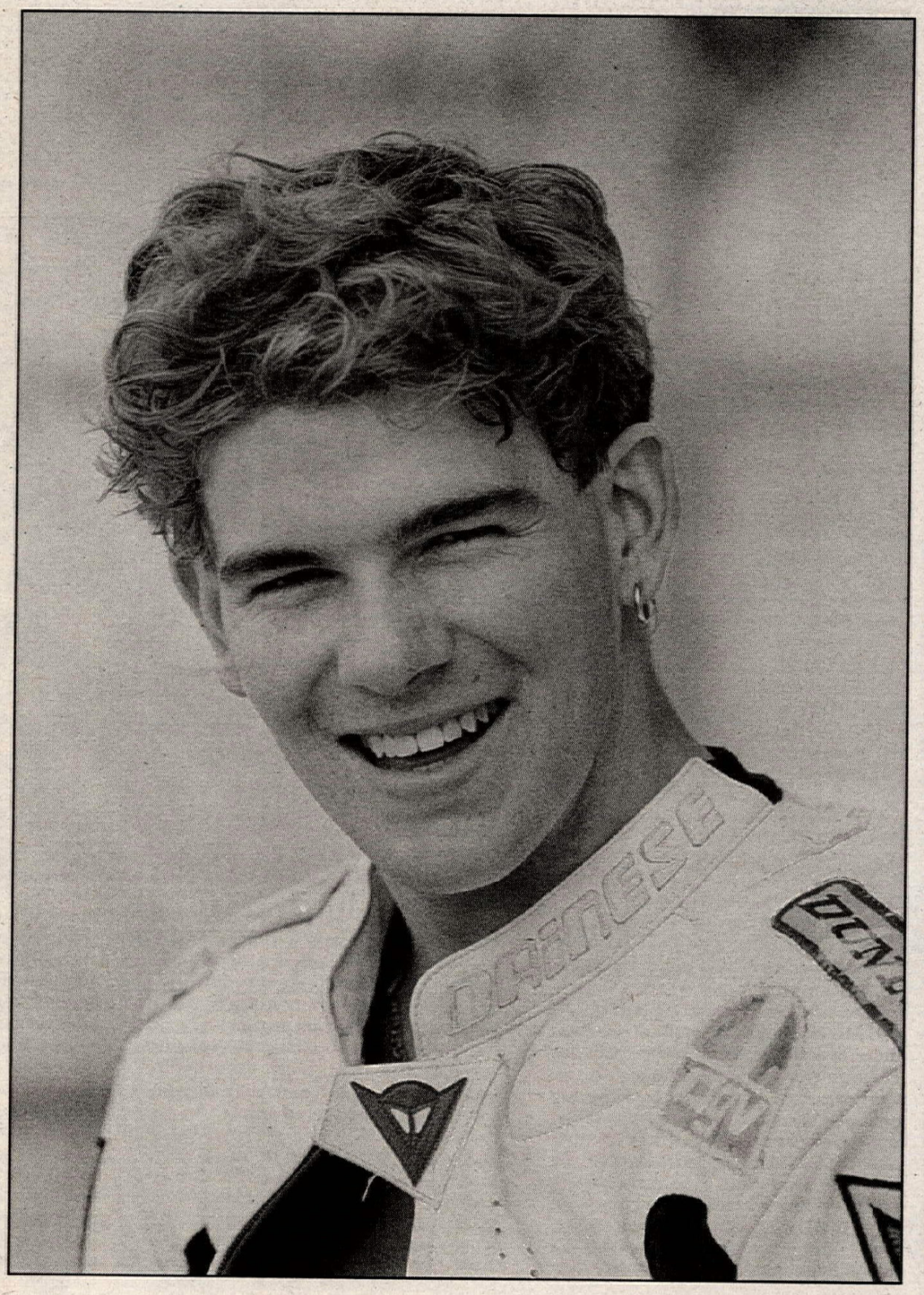
Troy Corser, after winning the Shell Oils Australian Superbike title for the Winfield Honda team, with Gobert as his teammate, conquered America and has since moved on to the World Superbike wars. Next in the line of succession is Gobert. Like Gardner, Doohan, and Corser, he, too, has won a title for Honda, in his case the 1994 Aussie Superbike crown in his second full season of road racing, and third season overall. Such precociousness didn't go unnoticed by Honda, and he was to be the rider of the future. But his view and their view of the future were markedly different, so he has taken his talent and his future to the Rob Muzzy Kawasaki team, where he'll make his American debut at Daytona and then team with Scott Russell on the World Superbike team. That he has come so far, so fast, is extraordinary, though he doesn't see it that way.

"I'm fully dedicated to the sport, to racing," Gobert said. "I don't have any other job. I turned professional at age 15 when I left school. It was a big risk for me to leave school and go straight to racing. I had to have a lot of confidence in my ability. I did have it. I just kept my head down, kept training, kept learning, kept working really hard, kept doing what I need to do to make it the big package that you need to make motorcycle racing work. Apart from that, I think that sort of hard work has gotten me where I am in such a short time."

The work began when he got on his first motorcycle - actually a three-wheeled Honda ATV - as a four-year-old. He would soon progress to 50s and 80s and began racing when he was 10 aboard a Yamaha YZ60. "I raced every weekend, motocross or dirt track, seven or eight classes a day from when I was 12 to when I was 15," Gobert recalls, and he was successful very early on, winning 17 Junior National titles and the same amount of titles from his state of New South Wales. From there he merely had to wait until he was 16 so he could contest the senior class, and it would be another year before he could road race. He spent 1992, his first year as a senior, winning all of the major championships and decided halfway into that year his future was on the pavement. Knowing how expensive it would be, he planned to fund his road racing career by competing in the 15 highest-paying Supercross races.

The final scorecard would be 13 wins, two DNFs and hours of learning. His road racing style is heavily influenced by his motocross experience.

At the same time he was winning Supercrosses he was beginning his road racing career aboard a Honda 250 street-



Next i

bike in the production class. Of the six races he entered, he won three and was offered a one-time guest ride aboard a factory Honda RC45, backed by the Winfield tobacco brand, at the end-of-the-season Stars of Tomorrow meeting at Phillip Island. It was at the same meeting a year earlier that Troy Corser had made his mark. Not only did Gobert win the Stars of Tomorrow race, but he also took two production victories that day and earned himself a seat alongside Corser on the 1993 Winfield Honda team, though he received offers from a number of other factories.

He didn't disappoint, winning seven races and sewing up the title with one round to spare.

More impressive was his World Superbike debut at Sugo in Japan, which is where Muzzy took notice of him. Riding in his first international road race and aboard the works RC45 for the first time, Gobert was the highest-placing Honda in both legs, beating, among others, the Castrol Honda team of Doug Polen and Aaron Slight, the latter a former Kawasaki rider who Muzzy still highly respects. "So that really impressed me," Muzzy says.

falling-out came with Honda. After the demise of the All-Japan 500, I asked what the plan was now."

The answer was that they didn't have a spot for him on the 500 team. "As it turned out, they didn't feel I was ready," Gobert says, but HRC Director Heijiro Yoshimura disagrees. "We wanted him, but Kawasaki offered World Superbike and we offered AMA. He chose World Superbike."

There was a late conciliatory offer from Honda to do the AMA series in 1995, but Gobert's sights were set higher, either World Superbike the 500cc GP

In the first race he stuck to team orders and backed off when the time was right. In the second leg Russell's tires were junk, he had to pit for a change, and Gobert was free to fly. "I was able to do my own thing and pulled out a 15-second lead and won it by that," Gobert says. Granted, with the title on the line there was little reason for Fogarty to mount a challenge. But Fogarty wasn't the only other rider in the race and the fact that Gobert beat Aaron Slight and Doug Polen and a field of others was heady stuff, indeed.

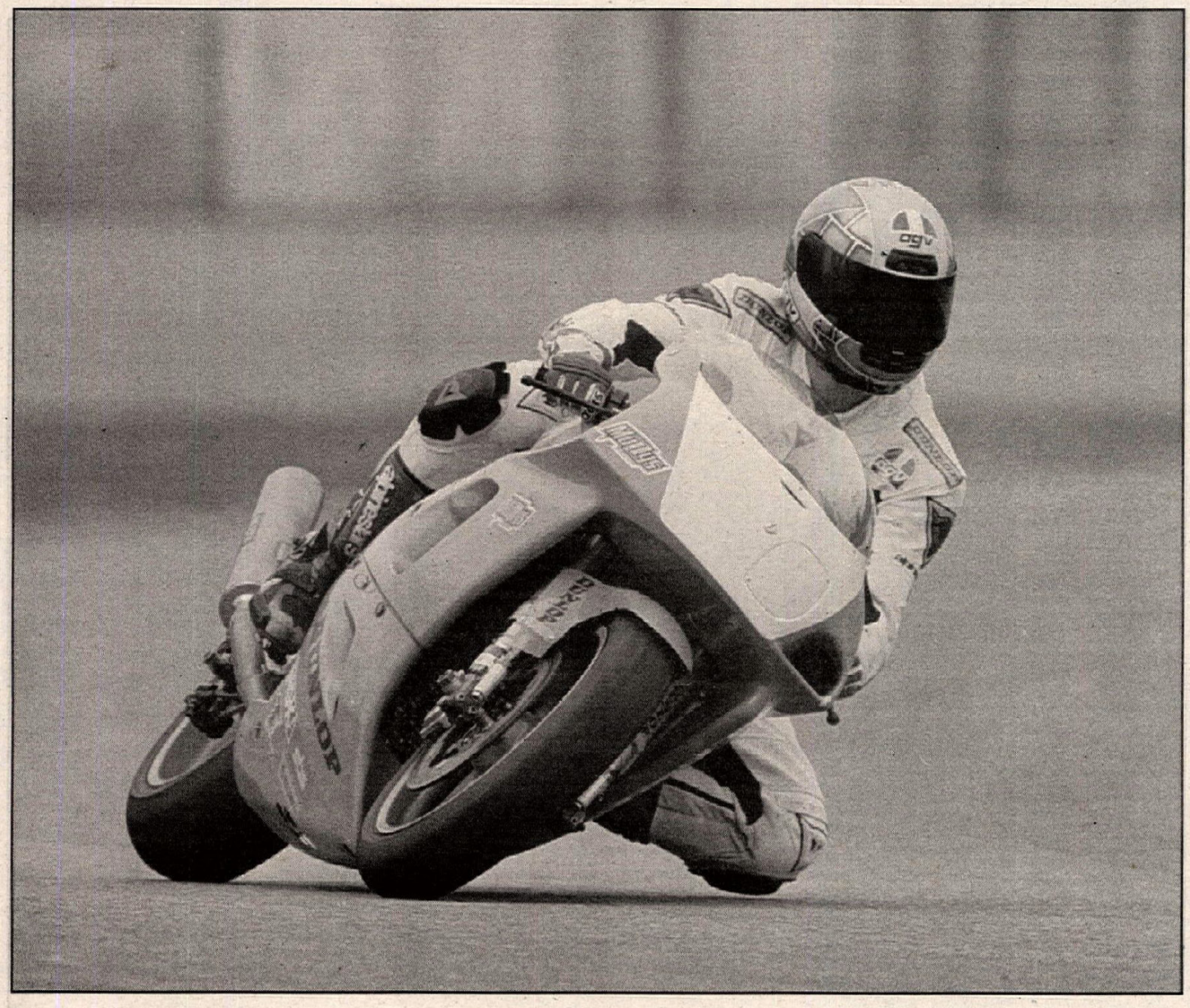
"I don't think my success has really hit me yet," Gobert said at the Dunlop Daytona test. "Probably next year when we start doing the World Superbike races it will. At this stage, it's sort of nothing out of the ordinary for me because I've put a lot of hard work into my racing," Gobert says, offering an example. "There are a lot of tactics leading up to a race. I work out 50 to 100 race strategies."

"I think what I was most impressed with when we actually got to work with him was, for his age, how focused and centered and confident he is for a 19-year-old," Muzzy observes. "It's pretty amazing." Steve Johnson adds, "He's not to be underestimated, for sure."

Daytona will be Gobert's first exposure to American road racing and he took part in the Dunlop Daytona test last winter to get acclimated to the bike, the team, and the track. His best time came while chasing Russell and his worst time was crashing in turn six, at the end of the final infield straightaway. There will, no doubt, be more of both - chasing and crashing - this coming season, though, Muzzy thinks he and Russell will make a formidable team. "I don't think he has relied on Scott to help him through. I'm sure that there will be more of that when they go to Europe. I think he'll do as much as he can himself. There will be time that he'll be looking to Scott for some help. And, to be quite honest with you, it could be that Scott could be looking to him. That's one of the nice things about having two guys, because a lot of times one of them will have a problem and the other one will have an answer."

One of the less nice things is what effect Gobert's success might have on Russell. Johnson, for one, doesn't see it as a problem. "If anything, having someone of this level as a teammate can only make Scott better and more determined. I think it's a win-win situation for us."

Despite having only a few days of testing at Daytona, Gobert is already formulating race strategies and feels he has a legitimate shot at winning. "I'll be in there with a good chance," he says. "Consistency is the main thing. Trying to be smart is the second thing. Being able to pick the right way through traffic. Anything can happen at that place, at that race." CN



The year wasn't what he had hoped for. He crashed at almost every race meeting and didn't finish many of them. He high-sided at a race at Lakeside, in Queensland, with the bike cartwheeling on top of him three times.

"I didn't know that the tires went off after a couple of laps. I ride the same at the end of the race," Gobert says. He finished the year in eighth place, though what he learned belied his finishes. Still, Honda kept him for 1994 and made him the number-one rider.

Once his budget for 1995 was approved, Muzzy sent Gobert an offer. Gobert also had an offer from Eraldo Ferracci, as well as the Honda offer, to consider.

"Honda wanted a four-year plan," Gobert explains. The first year was aboard the RC30, then the new bike would come, but "knowing the RC45 was underpowered and had no chance to win. Race 1994 on an RC45, '95 the All-Japan Championship, and, if I won that, then GP 500. That's where the

class. And they would eventually rescind the AMA offer before they withdrew his entry and his machinery for the Phillip Island finale. Their foolishness was on display at Phillip Island.

Gobert went straight out and won the pole in what would be the most important race of the year for Russell and Ducati's Carl Fogarty. The title was on the line, Fogarty ahead by a few points, but Russell more than capable of making them up. Both had incentive to go fast, but it was Gobert who impressed.

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PREVIEW

1995 AMA Superbike National Championship

The hit parade

By Paul Carruthers • Photos by Henny Ray Abrams

Ouch. If Kevin Magee's year of racing in the AMA series was bad, my preseason championship picks were equally as awful. And, unfortunately, I can only blame a portion of my bad forecasting on Magee's less-than-stellar performance.

Yes, I went on record last year in this very space as saying that Kevin Magee would win the 1994 AMA Superbike National Championship. I said that Magee's experience would win out, and that the Honda RC45, "may turn out to be the best motorcycle in the series." Ouch and double ouch.

There. It's behind me. I don't want to talk about it anymore.

But upon further dissection, it becomes clear that picking Magee wasn't my only mistake in the '94 forecast. My other picks weren't so good either. Okay, eight of my choices to finish in the Top 10 did just that, but let's just say my order was a tad off.

I picked Colin Edwards II to finish second behind Magee in the final championship standings, but Edwards actually ended up fifth in the title chase. Few would argue that by season's end (he won three straight races) he was easily the second best rider in the series, but troubles early on kept him from finishing higher. My pick to finish third was Edwards' Vance & Hines Yamaha teammate Jamie James; James ended up second, so I don't feel too bad about that one. Although with James, picking him near the top always makes you look good because he always finds a way to get there.

Fred Merkel was my choice to finish fourth. The former AMA and World Champion started well, but eventually slipped to 10th. My pick for fifth was Mike Smith, but Smith - like Magee - struggled to come to grips (literally) with Honda's new RC45 and ended the season eighth overall.

At the end of the 1993 season, I was on the top of Dale Quarterley's hit list after picking him to finish 10th when he actually finished second. This year it's my turn to hound Quarterley. I picked him to finish sixth and he dropped to seventh. Take that, Turtle Boy.

My choice to finish seventh went to Pascal Picotte - and I will never be stupid enough to pick anyone on Eraldo Ferracci's Ducatis to finish this low again. Picotte ended the series fourth and won two races in the process.

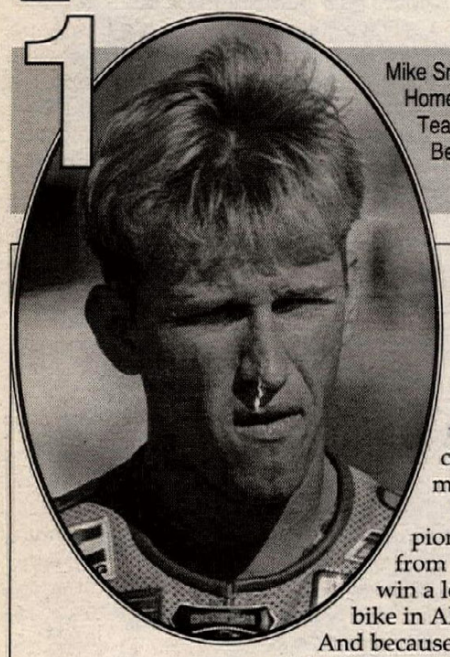
Directly behind Picotte, I'd penciled in newboy Troy Corser to finish eighth. Like my Magee pick, this one went a long way in making sure that the egg residue on my face would stick around for a while. We all know what Corser accomplished in 1994 - he did exactly what I thought Magee would do.

My pick to finish ninth in the series was Steve Crevier. The Canadian put together a highly consistent season and finished up sixth in the title chase. I also picked Tom Kipp to unseat his Yoshimura Suzuki teammate Thomas Stevens as the number-one rider on the team - another of my errors that Stevens kept reminding me of throughout the season. Kipp ended the year 12th in the standings - with Stevens ninth.

For the second straight year, Takahiro Sohwa proved me wrong. The man I always expect to be just out of the Top 10 keeps creeping to the top of the standings. This year the Japanese star ended the season third in the championship after continually turning in solid results, and I've vowed not to leave him out of this year's Top 10.

Without further ado, let's give it another shot and toss out our 1995 predictions.

1



Mike Smith - #68 - Age: 28
Hometown: Atlanta, Georgia
Team: Fast By Ferracci Ducati
Best finish in 1994: 4th (New Hampshire International Speedway)

In 1992, Mike Smith threw away a certain 600cc Supersport Championship when he crashed while running away with victory at the New Hampshire International Speedway. Smith's crash resulted in a broken leg that ruined his season. In 1994, Smith again showed a penchant for snatching defeat from the jaws of victory when he threw away another chance for a 600cc title by crashing during the penultimate round at Sears Point Raceway.

So why am I picking Smith to win the biggest championship in U.S. road racing? Because I think he's learned from those mistakes. Because I think he has the speed to win a lot of races. Because I believe he is finally on the best bike in AMA Superbike racing - Eraldo Ferracci's Ducati 916. And because it could just be now or never for Smith's career.

If the 28-year-old makes me look foolish, it will be because he reverts to his daft ways of the past, or has trouble adapting to Michelin tires (an unlikely scenario considering the Ducati World Superbike team's success with the French rubber). In order to win the title, Smith will have to win the races he can - but, equally as important, he will have to back off in the ones in which he can't.

Some say a leopard can't change its spots. I'm betting that Smith can.

2

Jamie James - #2 - Age: 33
Hometown: Prairieville, Louisiana
Team: Vance & Hines Yamaha
Best result in 1994: 2nd (Mid-Ohio Sports Car Course)

Picking Jamie James to finish in the top three of the AMA Superbike National Championship is sort of like cheating. It's almost a given that he will do just that, and this could very well be the year that he regains the title he won on a Suzuki in 1989.

James returns for a third season on the Vance & Hines Yamaha team and it seems to matter not who they keep giving him for a teammate - he ends the season with the most points of any Yamaha-mounted rider. James worked well with a young Colin Edwards II (who has gone on to the World Superbike Championship), and Tom Kipp should also fit well with the likable veteran of AMA road racing.

3

Miguel DuHamel - #17 - Age: 26
Hometown: Montreal, Canada
Team: Smokin' Joe's Honda
Best result in 1994: 4th (Brainerd International Raceway)

After picking the two Honda RC45s (Magee and Smith) to finish in the top five in the series last year, you'd think I'd learned my lesson. But if preseason test sessions at Laguna Seca are any indication, it seems as though the RC45 has improved drastically. And if there's a person who is capable of pushing the bike to the next level, that man is Miguel DuHamel. One only has to think back to those awe-inspiring rides on the Harley-Davidson VR1000 from a year ago to recall just how well DuHamel can ride.

But, again, it all depends on just how competitive the bike becomes. If the Smokin' Joe's team can get the bike working well, DuHamel will contend for the title. If the bike continues to struggle, DuHamel could end up at the bottom of the Top 10.

Ironically, DuHamel has jumped from what was perhaps the best handling and slowest of the superbikes (the Harley VR1000) to one of the fastest and ill-handling (Honda RC45).

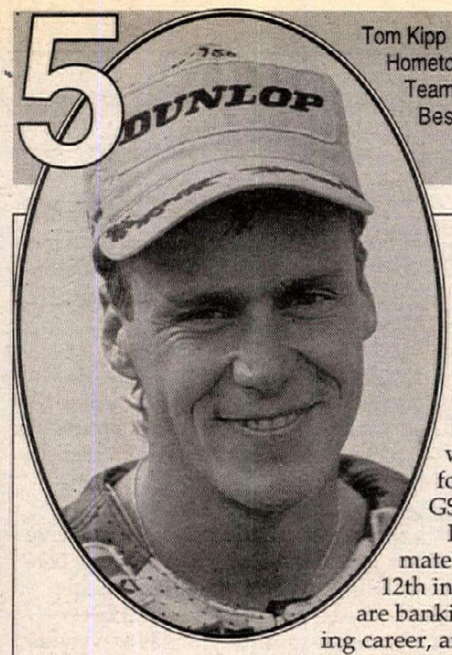
4

Freddie Spencer - #19 - Age: 32
Hometown: Shreveport, Louisiana
Team: Fast By Ferracci Ducati
Best result in 1994: Did not race

Freddie Spencer has long toted the term "enigma." The two almost go hand in hand. For while there is no questioning the man's immense racing talents, there will always be the question of his heart. If his heart is in it, Spencer could very well end up winning the AMA Superbike National Championship; in fact, he could win each and every round. If he loses interest, he could end up back in Louisiana by the time the series reaches the halfway point. We'll know a lot more by Daytona and a sure sign of his commitment, or lack thereof, will be his appearance. If Freddie shows up out of shape for what could be the biggest superbike race in the history of AMA racing, it won't bode well for his season.

But many feel the key to Spencer's year will be how he reacts the first time he crashes the all-red Ducati. Will he jump back on the horse that tossed him, or will he lose interest and give up? Like many, I'm hoping Fast Freddie starts the season well and gets his confidence to a level that won't easily be shattered. Only time will tell.

5



Tom Kipp - #16 - Age: 26
Hometown: Mentor, Ohio
Team: Vance & Hines Yamaha
Best result in 1994: 9th (Pomona, Mid-Ohio and Brainerd)

The past two seasons have been tough ones for Tom Kipp. In 1993, he suffered a broken leg in a horrific crash at Charlotte Motor Speedway, and at the end of the season he was without a ride after being replaced on the Camel Honda team by Kevin Magee. Suzuki stepped in at the last minute and hired Kipp for the '94 season, and he responded by winning the 750cc Supersport Championship for the Yoshimura crew. But his season on the GSXR750 Superbike was one he'd rather forget.

He was nearly always overshadowed by teammate Thomas Stevens, and he ended the season 12th in the championship. Terry Vance and Yamaha are banking that Kipp can kick-start his superbike racing career, and they've provided him the perfect team in which to do so. Kipp will ride a Yamaha YZF750 that is amongst the best bikes on the grid and by season's end he will likely be a regular top-three finisher.

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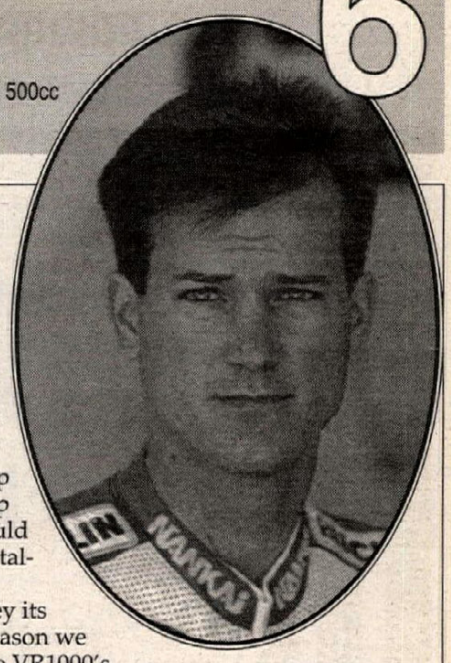


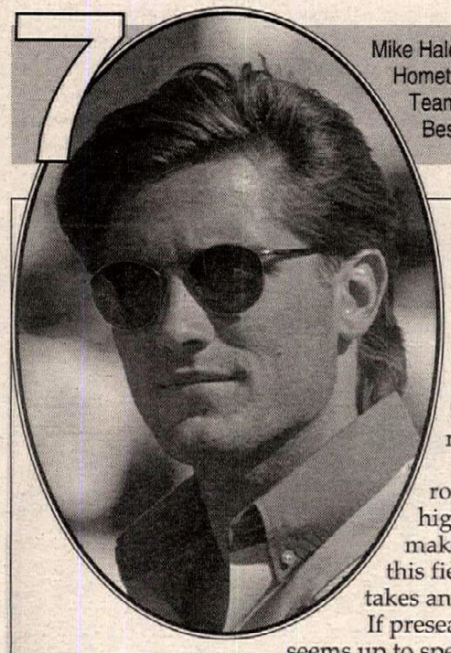
Doug Chandler - #10 - Age: 29
Hometown: Salinas, California
Team: Team Harley-Davidson
Best result in 1994: 2nd (Argentine 500cc Grand Prix)

The return of the 1990 AMA Superbike Champion to U.S. road racing will add further interest to what is already an attractive series. To top it off, Chandler's return will be on the Harley-Davidson VR1000.

After four years of Grand Prix racing, Chandler's skills have only further improved from when we last saw him dominate AMA Superbike racing in 1990. In addition, his expertise with motorcycle setup will go a long way in drastically speeding up the development of the VR1000, and he should also be able to help develop the road racing talents of teammate Chris Carr.

I look for Chandler to perhaps give Harley its first-ever superbike win in 1995. The only reason we don't have him higher in the standings is the VR1000's propensity to break down during races. If the VR's reliability is better than it was in its rookie season, look for Chandler to finish in the top five.

7



Mike Hale - #23 - Age: 24
Hometown: Carrollton, Texas
Team: Smokin' Joe's Honda
Best result in 1994: 7th (Mid-Ohio)

Mike Hale raced Smokin' Joe's ancient RC30 three times during the 1994 season, and each time he impressed, the highlight coming during qualifying at the New Hampshire International Speedway when he placed the Honda on the front row. This year the young Texan steps up to the Superbike class full time while continuing his rampage in the 600cc Supersport division.

Simply put, Hale is the rising star of U.S. road racing and he could very well end up much higher in the standings. Still, we expect him to make mistakes, and with the competitiveness of this field, errors will prove costly. Too many mistakes and he'll drop out of the Top 10 altogether.

If preseason testing is any indication, Hale already seems up to speed on the RC45 and he has been as fast, if not faster, than his highly touted teammate Miguel DuHamel.

8

Takahiro Sohwa - #60 - Age: 29
Hometown: Bend, Oregon
Team: Fast By Ferracci Ducati
Best result in 1994: 2nd (Pomona)

A longtime member of Kawasaki racing teams in Japan and for the past two seasons here in the U.S., Sohwa's switch to Ducati for the 1995 season was a surprising one. The Japanese ace has shocked us in the past two years as he has consistently turned in top finishes (fifth in 1993/third in 1994) in the championship.

Billed as a crasher, Sohwa has been anything but in his AMA years. Riding a Muzzy Kawasaki, Sohwa finished each and every race last year, with his two rostrum finishes coming at Pomona and Mid-Ohio. How he reacts to the Ducati V-twin remains to be seen, but there's no reason why he shouldn't flourish on the Ferracci team.

9

Pascal Picotte - #21 - Age: 25
Hometown: Granby, Quebec, Canada
Team: Muzzy Kawasaki
Best result in 1994: 1st (Laguna Seca and Road America)

A two-time winner in 1994, Picotte has switched teams for the coming season and that's why we've dropped him a few notches in our preseason predictions. It's not a case of the Kawasaki being an inferior motorcycle to the Ducati, or Muzzy's team not measuring up to Ferracci's - the bottom line is we just don't know how well the French Canadian will adapt to the four-cylinder Kawasaki superbike after years on the Ducati V-twin.

A man much smarter than I assessed Picotte's situation as this: "If he couldn't beat the Kawasakis consistently on a Ducati, how does he expect to beat the Ducatis on a Kawasaki?" Stay tuned.

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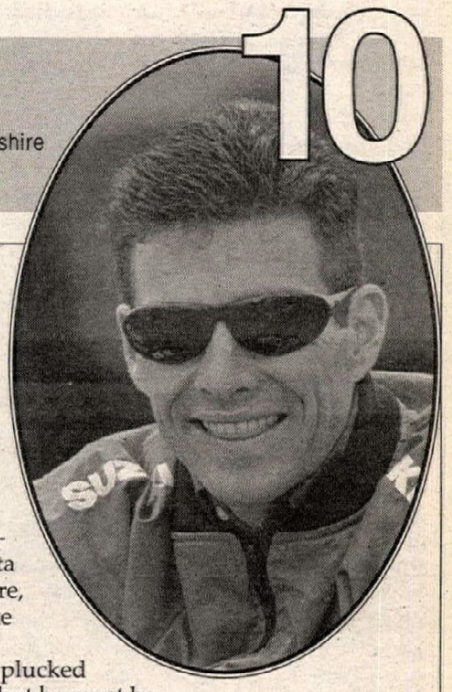


Thomas Stevens - #11 - Age: 30
Hometown: Sanibel Island, Florida
Team: Yoshimura Suzuki
Best result in 1994: 6th (New Hampshire International Speedway, Mid-Ohio)

Last season I dropped Stevens out of the Top 10 - not because of his riding talents but because of the fact that the Suzuki GSXR750 had simply run its course as a superbike. But Stevens hasn't given up, and he proved it with some inspired racing in 1994. A crash in his own oil when the Suzuki blew up at Laguna Seca was his only setback early in the season, and in the other races he put the Suzuki as high up as anyone can reasonably expect; his other non-finish came in the final round at Road Atlanta with the Suzuki suffering a mechanical failure, and he was a non-starter at Brainerd when he opted to run the Suzuka 8-Hour instead.

Stevens is hoping there is still more to be plucked from the current crop of Suzuki superbikes, but he must be foaming at the mouth to get his hands on the 1996-model GSXR. For his sake, we hope it's worth the wait.

Wild Cards

Never before has there been such an impressive list of riders who have failed to make it into our Top 10. Heading that list is two-time World Champion **Fred Merkel**. If he is truly inspired to push the Suzuki to new heights, Merkel could very well jump well into the Top 10. But if things don't go well, we expect Merkel to take things easy in anticipation of a new Suzuki in 1996...It was very difficult to leave Muzzy Kawasaki's **Steve Crevier** out of the Top 10 for 1995. After all, he finished sixth in last year's series after a very consistent season of racing. Somebody had to go, and in the end it turned out to be Merkel, Crevier and those listed below...**Dale Quarterley** will have a Ducati at his disposal in the coming season, and he's the one man who can make us look stupid by running consistently at the front of the superbike pack. He is also the one man who will let us know week in and week out just how we're doing with our picks...**Jason Pridmore** will finally make his way into the Superbike class in 1995 and he will do so on a year-old Fast By Ferracci Ducati. The key to his season may lay in his ability to bounce back from a preseason broken leg suffered in a motocross accident...**David Sadowski** finished third in the Superbike National at Road America last year, but financial problems forced him to miss a few races. If Sadowski has the funding to compete on fresh equipment at each and every round, he will likely finish in the Top 10...**Chris Carr** will begin his rookie season of Superbike racing in the Daytona 200 as the teammate to Doug Chandler on factory Harley-Davidsons. How quickly Carr is able to get up to speed will obviously determine just how well he does in the championship. We think the speed will come, it's just a matter of time.

PREVIEW | 1995 AMA Grand National Championship Series

Money in the bank

By Donn Maeda

This is it - my dream season. After three years of predicting the outcome of the upcoming AMA Grand National Championship Series and failing miserably, I have finally found myself faced with a seeming sure thing.

Last year, I predicted that although defending Grand National Champion Ricky Graham was without a major sponsor, he would rise to the occasion and successfully defend his number-one plate. Common sense told me that the odds were stacked against Graham, but I stuck my neck out anyway and picked the Californian as the winner.

And man, did I get my head chopped off.

Though Graham made amends with tuner Johnny Goad and Team Undo - making a brief appearance during the middle of the season and winning the Hagerstown Half Mile - the three-time champ missed the majority of the series because of a nagging staph infection in his recently operated-on ankles. Graham showed his face late in the season in good spirits, but was quickly knocked back onto the disabled list when he broke his ankle during practice at the fall Pomona Half Mile.

Instead, it was four-time Grand National Champion Scott Parker who caught fire and raced on to the title, edging out his factory Harley-Davidson teammate Chris Carr in a battle that went to the wire. Parker was masterful as he took control of the series point lead early in the season and overcame a few bad breaks late in the year. Parker handled the pressure of the title chase like the true champion he is, and when the dust settled, it was just he, his tuner Bill Werner, and a long list of records that were left standing.

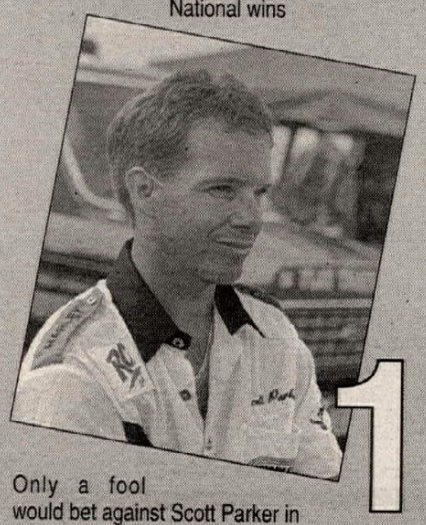
And to think - I predicted that Parker would lack the drive and ambition that had carried him to his first four titles and finish fourth behind Graham, Carr and Larry Pegram. "Blasphemy," said a good friend of mine, a die-hard Parker fan, upon reading last year's predictions. "I hope you don't make the same mistake next year. Maybe you had better check with me before your next preview goes to the presses."

Not to worry. I have seen the light. I am a believer.

Scott Parker will win the 1995 AMA Grand National Championship Series. Scott Parker will become the first rider in the history of the sport to win six titles. Scott Parker will bring his career win total to well over 70, and in turn bring his tuner Bill Werner's win total to 100.

And you can take that to the bank. CN

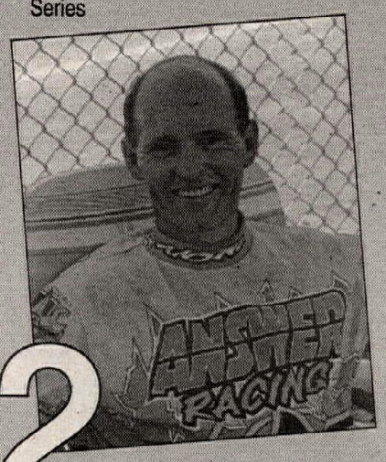
Scott Parker • #1 • Age: 33
Hometown: Swartz Creek, Michigan
Five-time Grand National Champion, 60 National wins



1

Only a fool would bet against Scott Parker in '95. Think about it, Parker is the only factory rider who will contest the entire series, and in addition to having more career wins than most of his competition put together, has the sport's winningest tuner in his corner as well. The team of Scott Parker and Bill Werner is unrivaled when it comes time to finding the proper bike and racing line combination for each track, and barring injury, Parker should have little trouble prancing to his sixth Grand National Championship. Some skeptics say that Parker may become lazy, expecting a shoo-in, and get caught off guard by his competition. Yeah, right. Go ahead and get lazy, Scotty, you should be able to win the '95 title with one hand behind your back. There are 29 Grand Nationals this year - expect to hear Parker's familiar "Woo woo woo," victory yelp at a lot of them.

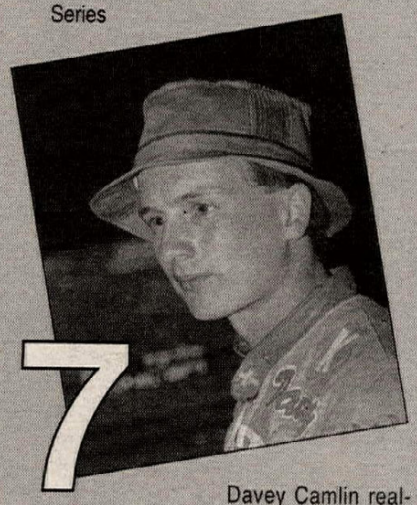
Steve Morehead • #42 • Age: 39
Hometown: Findlay, Ohio
20 National wins, ranked third in '94 GNC Series



2

After three winless seasons, series veteran Steve Morehead bounced back with a vengeance in '94. The old man of the Grand National Championship Series, Morehead spanked his younger rivals at three races last season and brought his career win total to 20. Coincidentally, last year was Morehead's 20th season as a GNC Expert, and it was his personal goal to "get his 20th, in his 20th." So, what might Morehead's goals be this year? "Hell, I hit the 20 mark, how about 25?" says the Findlay Flier. When it comes to half mile ovals, Morehead is one of the best in the business - don't mess with him when the series visits some of the stock car racing facilities. Morehead also knows the fast way around the longer mile tracks - had it not been for Parker, he would have won last year's Springfield and Sacramento Miles. Morehead is on fire, and more determined than ever in '95. Skip Eaken will build Morehead's F&S Harley-Davidson engines, and Gary Stolzenburg and Phil Darcy will keep them purring. Count on the ageless racer to finish second.

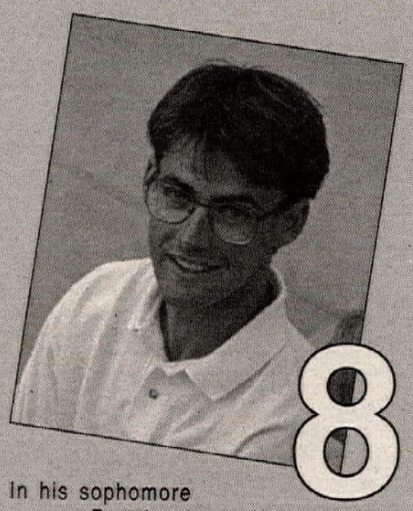
Davey Camlin • #27 • Age: 25
Hometown: Rock Island, Illinois
One National win, ranked 10th in '94 GNC Series



7

Davey Camlin realized a dream in '94 when he won his first-ever National at the DuQuoin State Fairgrounds. A strong mile track racer, Camlin admits that his weaknesses are centered around the bump-and-grind half mile courses. This winter, the flamboyant rider spent a great deal of time on the ice in hopes of further developing his half mile skills. "Instead of coming down when the ice got rough, I stayed up high in the bumps," he said. Camlin can be a hot-and-cold racer, but we feel that he will emerge more consistent in '95. This will be his second season mounted aboard Skip Eaken's potent Harley-Davidsons, and with any luck, the two should return to the highest step on the winner's podium. Put Camlin down for seventh and a win or two.

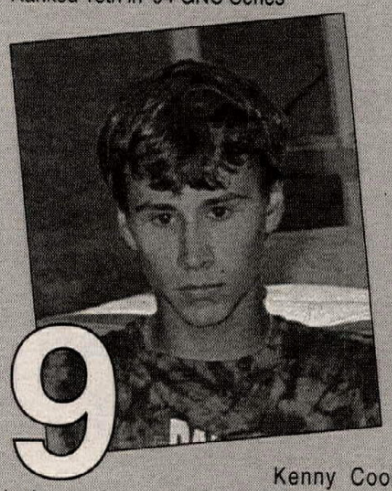
Brett Landes • #41 • Age: 25
Hometown: Campbell, California
Ranked seventh in '94 GNC Series



8

In his sophomore season, Brett Landes broke into the GNC Series top 10 by turning in a number of consistent top 10 and midpack finishes. Once considered to be his ex-teammate Ricky Graham's protege, Landes possesses a smooth and calculated style that is well-suited to the more technical half mile races. Rick Canode will tune the Honda RS750s that Landes races, and together, the two should have little trouble improving upon Landes' '94 season ranking. If Landes has a weakness, it is one and the same as his strength - his smooth, calculated style. When push comes to shove, Landes needs to hang it out and throw caution to the wind now and then. Keep an eye on Landes at the Dayton and LaSalle Short Track Nationals - he can scoot around the small tracks with the best of them. Eighth overall sounds about right.

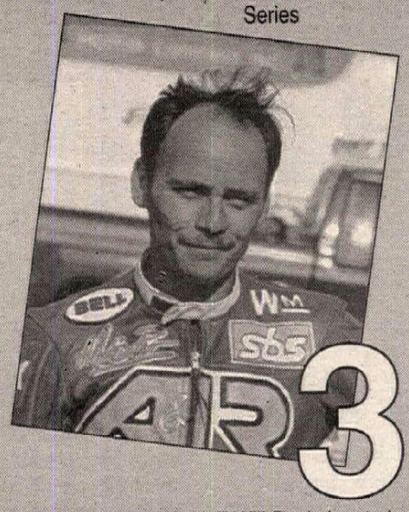
Kenny Coolbeth • #31 • Age: 18
Hometown: Warren, Connecticut
Ranked 13th in '94 GNC Series



9

Kenny Coolbeth was the runaway winner of last year's Rookie of the Year honors. The quiet high school student from Connecticut struggled early in the season, but quickly adapted to the high speeds and close racing of the Grand National Championship circuit. Coolbeth was impressive, and many of the series veterans took notice of the Gardner/Walter Bros. Harley-Davidson rider, especially when he finished third at the Mechanicsburg Half Mile. So what is preventing us from picking Coolbeth to finish higher? A hairy crash at the fall Springfield Mile saw Coolbeth suffer only minor injuries, but we feel that the scare of the spill may bring on a sophomore slump. Top 10? Definitely. Top five? Probably not.

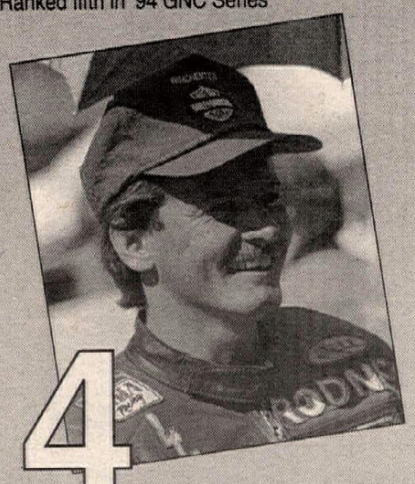
Will Davis • #21 • Age: 29
Hometown: Goldsboro, North Carolina
Six National wins, ranked fourth in '94 GNC Series



3

Like Morehead, "Winkin'" Will Davis has to be loving the 16 half mile races scheduled for '95. When he's on a roll, Davis is one of the series' deadliest half mile racers. Unfortunately, Davis also has his share of off nights. This season, the A&R Racing team of Craig Rogers, Louie Aruta and tuner Dennis Town will have two complete Honda RS750s for Davis to race, and we feel that the added machinery might be just what Davis needs to break into the top three. Davis has a good chance of dethroning Chris Carr at the season-opening Daytona Short Track, and is likely to be a front-runner at the LaSalle Short Track as well. Should Davis gain greater consistency in '95, he may very well give Morehead a run for second.

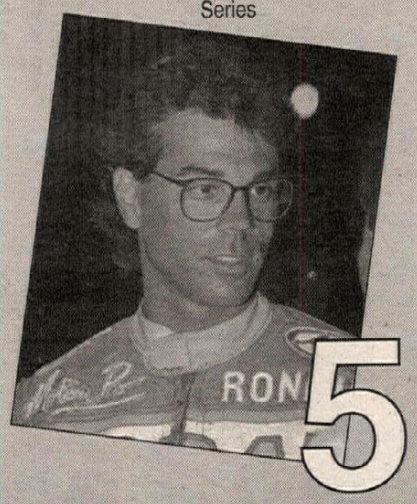
Rodney Farris • #92 • Age: 32
Hometown: Winchester, Virginia
Ranked fifth in '94 GNC Series



4

"Hot Rod" Rodney Farris has matured a great deal in the past few seasons and gained the one thing that had eluded him earlier in his career: consistency. With the exception of three mechanical failures and one crash, Farris finished well inside of the top 10 at almost every National in '94. Perhaps the biggest heartbreak of the Farris' season was at the Hagerstown Half Mile, where he qualified fastest, won the fastest heat race and sat on the pole in the National; a fried clutch left him on the sidelines shortly after the green light flashed. Farris' strength is on half miles, but he has had some of the best finishes of his career on mile tracks. Farris' tuner, Eddie Adkins, has vowed to have the team's Harley-Davidsons in prime condition throughout the year, and if he delivers, so should Farris. Look for Farris to earn his first-ever win in '95, and improve upon his fifth-place '94 ranking.

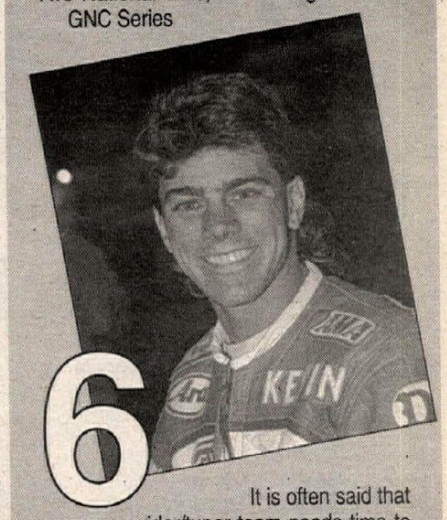
Ronnie Jones • #16 • Age: 34
Hometown: Oklahoma City, Oklahoma
10 National wins, ranked sixth in '94 GNC Series



5

At this time last year, Ronnie Jones announced that '94 would be his last season on motorcycles, as he would make the switch to the NASCAR SuperTruck Series. But two things happened: One, sponsorship deals failed to materialize for Jones' truck racing effort, and two, Jones scored the 10th Grand National win of his career and found himself in the hunt at several races. "Rather than quit racing and start looking for a truck ride, I might as well stay with bikes - where I'm still competitive - until I do find a truck ride," said Jones. This year, Para O'Siochain - a noted tuner who is perhaps best known for his work with the Roberts/Lawwill race team - will spin the wrenches on Jones' Honda RS750s. This could be the edge Jones needs to finally win his first mile National - a definite goal for both he and the Loral Lake Racing team. Is this Jones' last year on the GNC circuit? Only time will tell. Ronnie will finish around fifth.

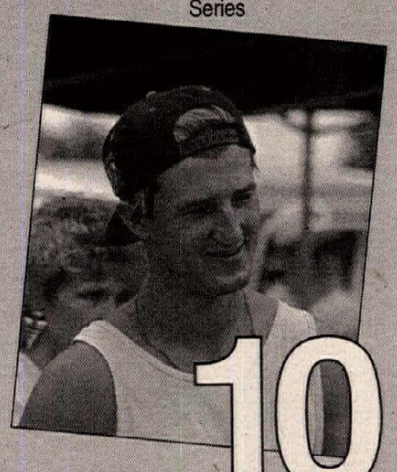
Kevin Atherton • #23 • Age: 24
Hometown: White Pigeon, Michigan
Two National wins, ranked eighth in '94 GNC Series



6

It is often said that every new rider/tuner team needs time to get a feel for each other, and such was the case for Kevin Atherton and the Total Control Racing team. Most of Atherton's '94 finishes hovered around 10th place, but as the season wore on, he gained more and more confidence both on and off the track. Anyone who witnessed his come-from-behind ride for second at the season-ending Del Mar Mile knows that Atherton is still amongst the most talented racers around, and a definite threat for the win when he's having a good day. "Cupcake" has two half mile National wins under his belt, and come October, we're sure he'll have at least one more. Atherton will finish at least sixth - no lower.

Larry Pegram • #72 • Age: 22
Hometown: Baltimore, Ohio
Three National wins, ranked 12th in '94 GNC Series

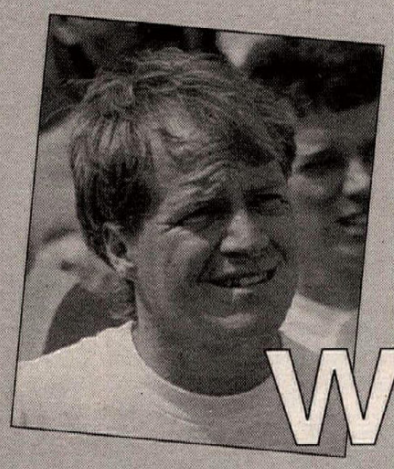


10

Though Larry Pegram will contest the AMA 600cc Supersport and SuperTeams road race series full time as a member of the Erion Honda team, the outspoken rider will remain true to his roots. Pegram will contest 20 Nationals aboard a Skip Eaken-tuned Harley-Davidson XR750, and should have little trouble staying in the series' top 10. When questioned about possible racing burnout, Pegram replied, "Between the road races and dirt tracks, I'll be racing just about every weekend, but I'm dying for it to start. I've been riding every single day in preparation for the start of the new season." As long as Pegram remains off the injured list, he should add to his list of National wins.

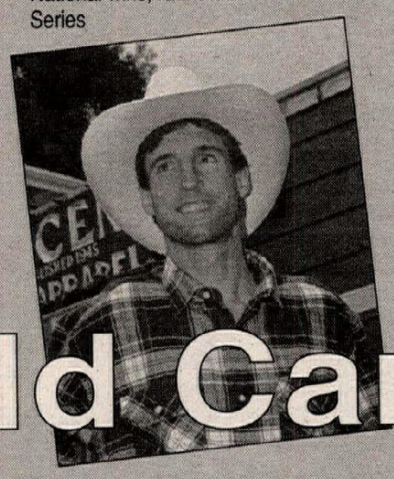
Wild Cards

Rich King • #80 • Age: 30
Hometown: Waterloo, Iowa
Ranked 11th in '94 GNC Series



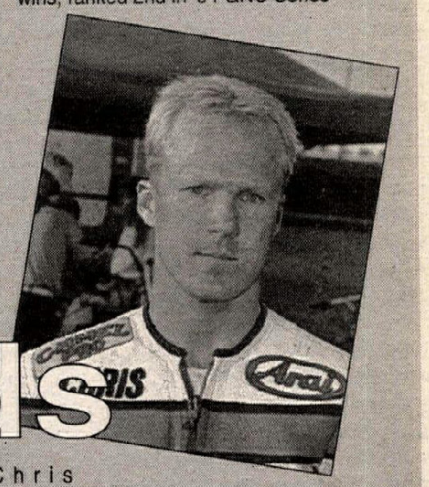
Rich King is one of the sport's hardest-working athletes, and of our three Wild Cards, is the most likely to break into the series top 10. This year, King will finally have a full-time sponsor throughout the entire season. Many times in the past, King has secured rides for a couple races here, and a couple races there, but has never really been able to spend an entire season aboard the same machinery. George Garvis of Garvis Honda Town has proven that he can build a winning motorcycle, and the combination of he, King and the Garvis Honda RS750s can prove to be a deadly combination.

Ricky Graham • #3 • Age: 36
Hometown: Salinas, California
Three-time Grand National Champion, 39 National wins, ranked 20th in '94 GNC Series



What Ricky Graham will do in '95 remains a mystery, though tuner Johnny Goad reports that if Graham wants to race, there will be a bike waiting for him. There's no doubting the tremendous amount of natural talent that Graham possesses - anyone who saw him race in '93 will agree. Should the 39-time National winner decide to take to the track in '95, he will definitely throw a wrench in our predictions. We hope that he does.

Chris Carr • #4 • Age: 27
Hometown: Valley Springs, California
'92 Grand National Champion, 31 National wins, ranked 2nd in '94 GNC Series



Chris Carr will spend the majority of his season aboard the Harley-Davidson VR1000 road racer, but will continue to race at selected dirt track events. Carr's contract with the H-D factory allows him to pick and choose which races he will attend, eliminating the need for him to, "race at the piece of junk tracks that I hate." Carr will most likely show up at the "premier" events like Daytona, Peoria, Springfield, Indy and DuQuoin, and will definitely be amongst the top finishers. Carr's strong finishes at the races he does choose to attend may very well keep him inside the top 10 in the final series point standings.

All Freddie

By Paul Carruthers
Photos by Daytona International Speedway Archives

There were two classes of riders at the Daytona International Speedway in 1985 - Freddie Spencer and everybody else.

Simply put, no one has ever dominated Bike Week the way Spencer did in '85. The man from Louisiana won the 100-mile International Lightweight 250cc GP race, he scorched to victory in the 100-mile Formula One race, and he topped off his all-conquering weekend by dominating the Daytona 200.

The 1985 running of Bike Week began a new era at Daytona International Speedway as Superbikes took over from exotic Formula One bikes in the Daytona 200. There were several reasons for the change, but two were the more noteworthy; the France family's allegiance with stock-car racing, and the high cost of Formula One machinery. Proponents of the change also argued that production-based Superbikes would look just like the motorcycles customers were buying, and the people in the stands could more closely identify with them. Of course, there were also detractors from making the switch, but nevertheless the change occurred and it came to pass for the first time in 1985.

It mattered not to Spencer what he was riding. He won going away in each of the three major classes in '85, becoming the first racer to do so. His victory in the Daytona 200 also ended a 13-race win streak for Yamaha in the 200-miler.

The outcome of the 200 wasn't much of a surprise. After all, Spencer and the factory Honda were expected to win. What was somewhat of a surprise was that he ended up winning despite losing some two minutes in the pits early in the race when a misfire developed in the VF750F's engine.

The week began as usual with qualifying, and Spencer quickly established himself as the man to beat, lapping the 3.56-mile course in 1:57.768 - nearly two seconds quicker than Fred Merkel. There was also a difference between Spencer's Honda and the Honda ridden by teammate Merkel - with Spencer's having been shipped directly from Japan and featuring a four-into-two-into-one exhaust rather than the four-into-two dual exhaust. The exhaust and a much wider front Michelin tire were two of the more obvious differences between the two Hondas, but Spencer was able to go just as quick when he jumped on Merkel's spare during practice.

The third-fastest qualifier was young Kevin Schwantz. The Texan qualified at 2:01.380 on the air-cooled Suzuki GSXR750 to lead Wes Cooley - who had

(Above right) Freddie Spencer en route to victory in the 1985 Daytona 200 - the first year that Superbikes were run in the featured race at Daytona International Speedway.
(Right) Spencer pits during the Formula One race on his factory Honda NSR500.

switched to a rented Honda after losing his Suzuki ride to Schwantz - and Yamaha's Sam McDonald into the top five.

When the green flag finally signaled the start to the Daytona 200, several of the top stars were already in trouble: Schwantz, Merkel and McDonald all fried their clutches off the line and the man in front was Cooley, in his first-ever ride on a Honda Interceptor. McDonald was giving chase, with Spencer in third. By the third lap, Spencer was in front, with Cooley clear of the battle between McDonald, John Bettencourt and Pat Hernon.

Just when it appeared the race for victory was over, Spencer waved Cooley past in the infield, and then cruised into the pits, thinking his Honda had dropped a valve and that his day was done. Spencer's mechanics quickly checked for oil leaks or other problems, found none and sent Spencer back out. He was out of the top 20 and some two minutes behind Cooley.

By the 10th lap, Cooley led Honda-mounted Jeff Haney, the dirt tracker-turned-road racer having his best road race outing, as Spencer tried to fight back to the front. On the 15th lap, he was up to eighth. Soon he was sixth, then fourth, then third, then second and only 11 seconds behind Cooley.

On the 27th lap, Spencer took over at the front. An exchange of pit stops saw Cooley lead again, but Spencer was soon back in front and he ended up winning by one minute and 23 seconds. Cooley was second, with Haney alone in third to give Honda a 1-2-3 finish.

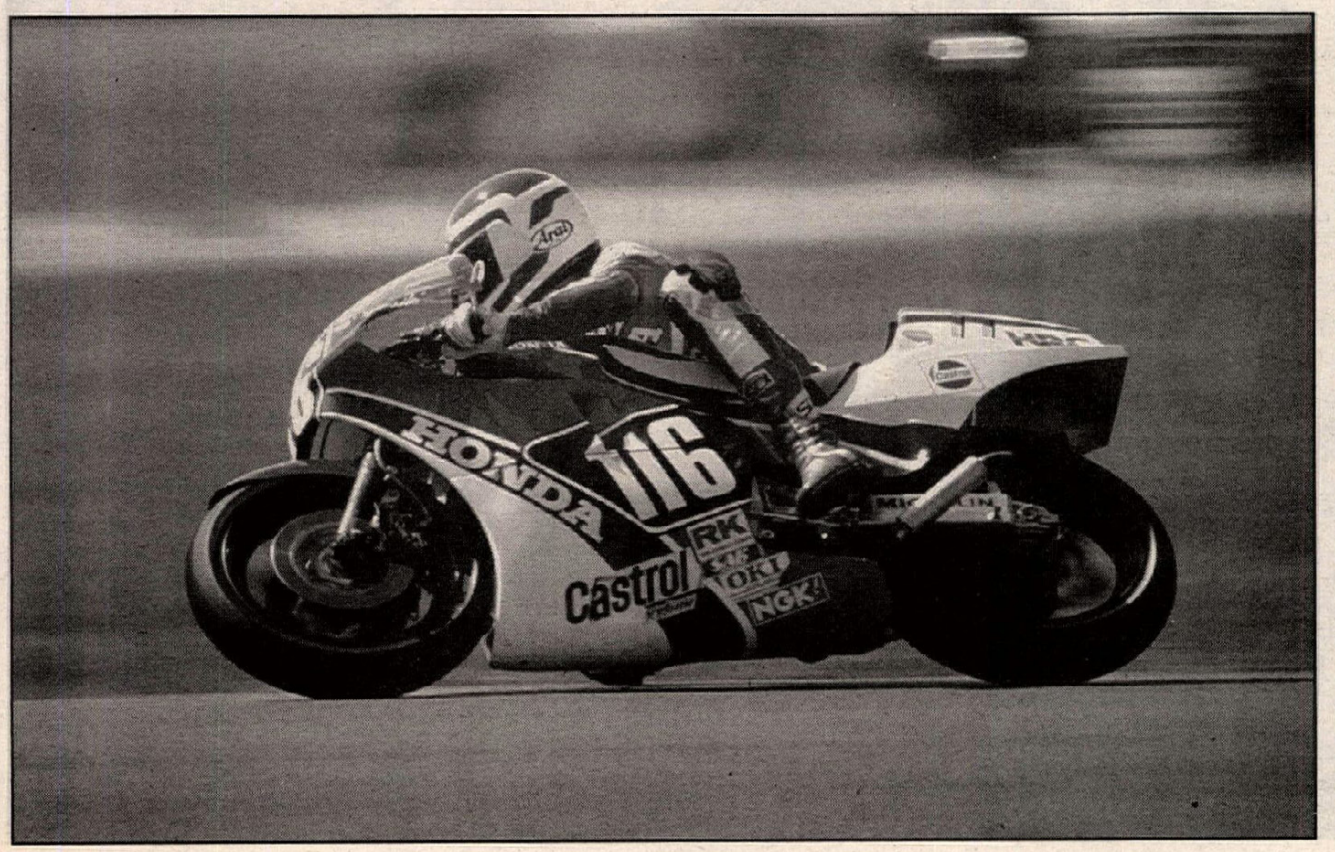
Even as Spencer sat on the start line for the 200, he'd already had a weekend most racers only dream of. With the Formula One race being moved out of the spotlight and into Friday's schedule, Spencer overcame both a starting-line controversy and a broken exhaust pipe to take victory on his factory Honda NSR500 GP machine. The start line incident was controversial in that Spencer was forced to restart his engine after the one-minute board had already been shown, a violation of AMA rules. Although there was some griping, no protests were filed.

The broken exhaust pipe occurred on the 21st lap, but while it slowed Spencer some, it didn't end his day. At the finish, Spencer was still some 10 seconds ahead of Mike Baldwin. Third place went to Ron Haslam with Randy Renfrow and Richard Schlachter rounding out the top five; all five were Honda-mounted with Cagiva's Marco Lucchinelli the first non-Honda rider, in sixth place.

Spencer's third victory came prior to the Daytona 200 on Sunday morning when he romped to victory in the International Formula Two race. Spencer topped Germany's Siegfried Minich (Yamaha TZ250) and Britain's Andy Watts (EMC), the only two riders who weren't lapped by Fast Freddie.

At the end of the day, Spencer was asked what it felt like to finally win the Daytona 200. "It was more of a relief... after coming here for so many years and not winning the 200 is frustrating," Spencer said. "But it's a great feeling to win all three races, three races I've never won before." CN

(Above) Victory Lane following the Daytona 200 featured (from left to right) Jeff Haney, Freddie Spencer and Wes Cooley.
(Below) Freddie Spencer was perfect in 1985, winning the 200, the Formula One race and also the International Lightweight race on his NSR250.



1985 Daytona 200 Qualifying

1.	Freddie Spencer	Honda	1:57.768
2.	Fred Merkel	Honda	1:59.680
3.	Kevin Schwantz	Suzuki	2:01.380
4.	Wes Cooley	Honda	2:03.684
5.	Sam McDonald	Yamaha	2:03.716
6.	Ron Haslam	Honda	2:04.685
7.	Dave Busby	Honda	2:04.697
8.	Jimmy Adamo	Cagiva	2:04.901
9.	Jimmy Filice	Yamaha	2:04.901
10.	Robert Pietri	Honda	2:05.137

1985 Daytona 200 Results

1.	Freddie Spencer	Honda
2.	Wes Cooley	Honda
3.	Jeff Haney	Honda
4.	Ron Haslam	Honda
5.	Rueben McMurter	Yamaha
6.	Jimmy Filice	Yamaha
7.	Mike Harth	Honda
8.	Glenn Barry	Honda
9.	Steve Parrish	Yamaha
10.	John Bettencourt	Honda

Time: 1 hour, 58 min., 13.067 sec.
Average Speed: 102.989 mph.

1985 International Formula Two Results

1.	Freddie Spencer	Honda
2.	Siegfried Minich	Yamaha
3.	Andy Watts	EMC
4.	John Long	Yamaha
5.	Rich Schlachter	Honda
6.	Kevin Brunson	Armstrong
7.	Jeff Heino	Honda
8.	Dale Franklin	Yamaha
9.	Eduardo Aleman	Yamaha
10.	Doug Brauneck	Sponson

1985 Formula One Results

1.	Freddie Spencer	Honda
2.	Mike Baldwin	Honda
3.	Ron Haslam	Honda
4.	Randy Renfrow	Honda
5.	Rich Schlachter	Honda
6.	Marco Lucchinelli	Cagiva
7.	Jeff Haney	Honda
8.	Wes Cooley	Honda
9.	Doug Brauneck	Yamaha
10.	Alan Labrosse	Yamaha

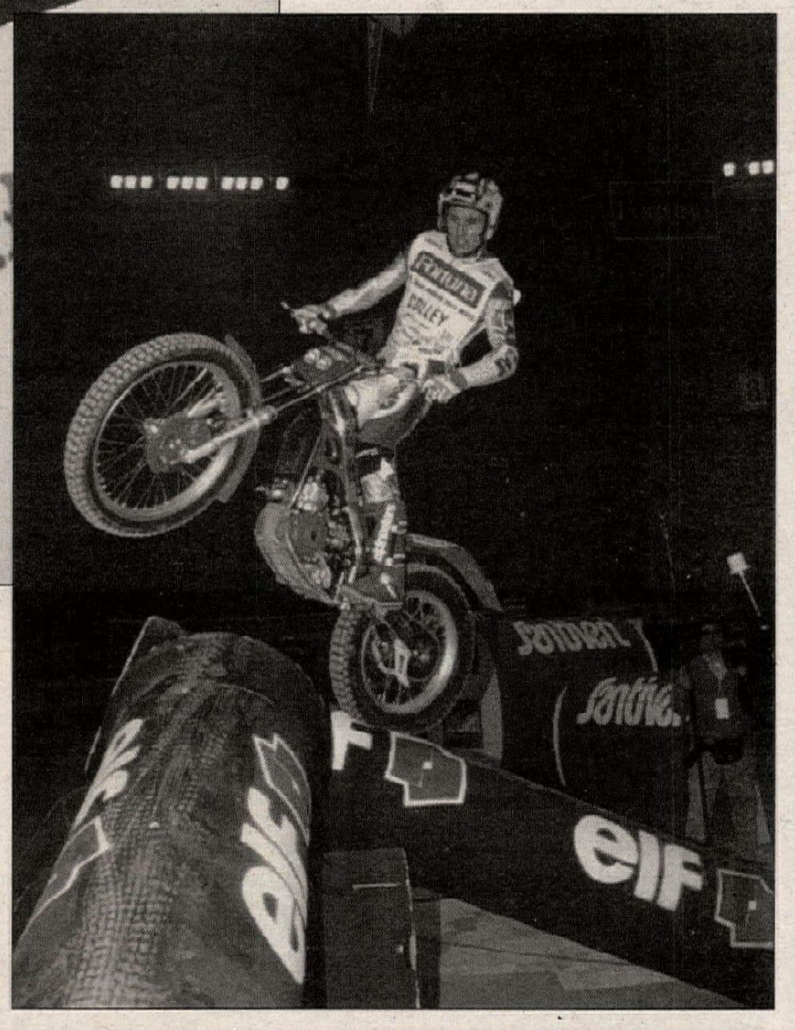
Palau Sant Jordi Stadium

Colomer clobbers 'em

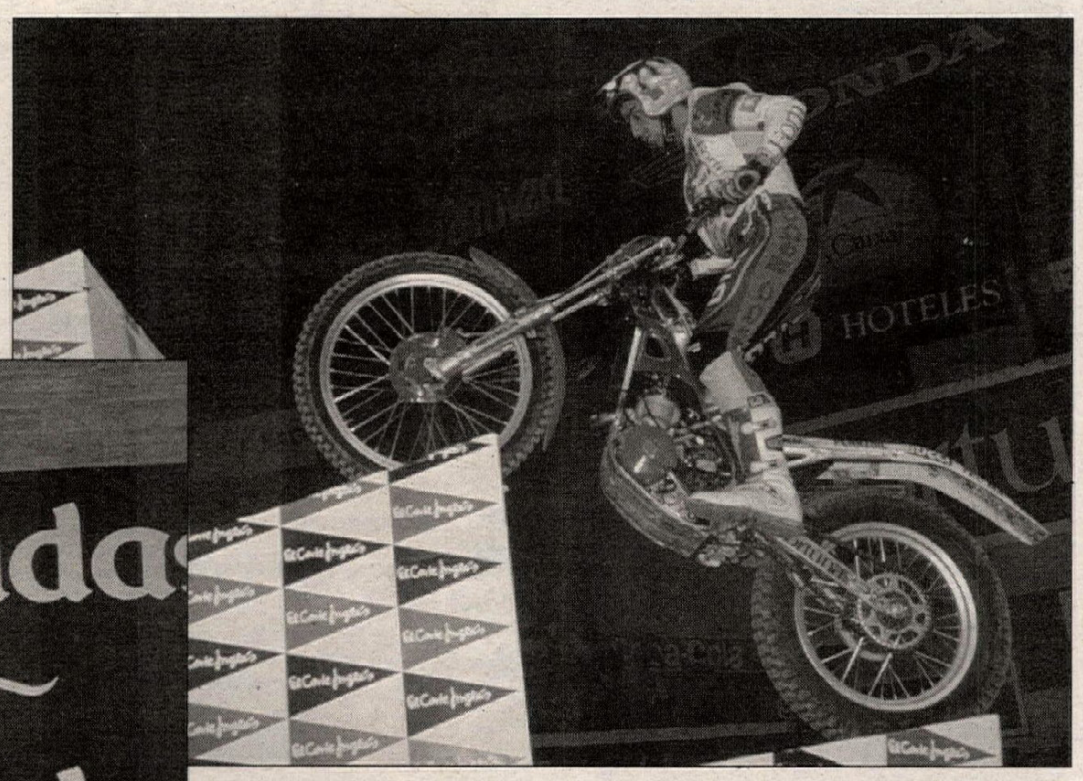
By Ignasi Bertran
Translation by Martin Belair

BARCELONA, SPAIN, FEB. 12

It was one year ago that Marc Colomer won his first Solo Moto Indoor Trial, held in Barcelona's Palau Sant Jordi Stadium. Now, after his second win at the facility, the defending Indoor Trial World Champion is savoring the sweet taste of victory from the largest



(Above) Marc Colomer scored his second Barcelona Indoor win in a row. It was a popular win for both he and the nearby Montesa factory. (Right) Rejuvenated Brit Steve Colley rode his Gas Gas to third overall.



(Left - left to right) Runner-up Joan Pons, winner Marc Colomer and third-placed Steve Colley shared the spotlight in the winner's circle. (Above) Riding for the Italian Gas Gas importer, Spaniard Joan Pons piloted his JT35 to a solid second-place finish. He was the sole rider aboard a big-bore machine.

indoor trial win of the year, as well as a whopping 86-point lead in the FIM Indoor World Cup point standings. Winning the Barcelona indoor had become a fixation for the Spaniard last year, and his desire to repeat the win at this year's event was said to be incredibly intense. So, it was no surprise to see him in top form and solidy on top of the event.

"I am absolutely thrilled to have won in Barcelona for the second time, and to have gained this victory for the Montesa team," said Colomer. "They are working without limit, and deserved a win here. I feel that my victory here has been more important for my Montesa team than for me, even though I have managed to extend my championship point lead."

Colomer dripped sweat as he said those words, and was promptly mobbed by his family and friends soon after. It was a clear reflection of the significance of this victory for the man from Sant Estere d'en Bas.

With his second-consecutive victory, Colomer stretched his lead in the World Cup Indoor Championship to a comfortable 86 points. Colomer's nearest rival, six-time World Champion Jordi Tarres, failed to make the final and could do nothing but watch as Colomer rode to the win. Colomer was modest in victory, preferring to focus on what this win meant for Montesa. Even though the Montesa factory sits a few short miles from the Palau Sant Jordi stadium, their last victory in this classic trial was in 1985, at the hands of a brilliant young rider named Andreu Codina, who is now an international sales manager for the rival Gas Gas factory.

Tarres stormed out ready to capture what would have been his ninth victory in the event, but three fives on the first lap dissolved all of his options. Well below the normal Tarres standard, his performance included the three first-lap fives, and numerous dabs leading to his early departure from the program. And it was a departure that was painful for his fans, and even more so for Tarres himself. It was the first time since his debut in the 1985 edition of this event, where he also failed to make the cut, that Tarres was eliminated in the first round

Colomer, Steve Colley and Joan Pons were the men who would battle for the win on the final and decisive lap. Predictions would be tough to make, due to the fact that three new and difficult obstacles would be added to the eight-section lap. Colomer would make it clear right away that this was his and Montesa's night. Toying with perfection, Colomer logged eight consecutive cleans to finish the first part of the play-off with a perfect score. Pons and Colley, try as they might, could not keep the pace with the mercurial Colomer and his Montesa. A dab here and three there and the Gas Gas pair could only watch helplessly as Colomer pulled away.

Colomer's first error came on the new section nine, when he carded a five and gave Pons and Colley one last ray of hope. But they too would fail on the most difficult hazard of the night, ending their hopes of victory.

The final three section, the high jump and the two side-by-side speed sections, were academic and served only to punctuate Colomer's dominance. CN

Palau Sant Jordi Stadium
Barcelona, Spain
Results: February 12, 1995

FINAL: 1. Marc Colomer (Mon); 2. Joan Pons (G-G); 3. Steve Colley (G-G).

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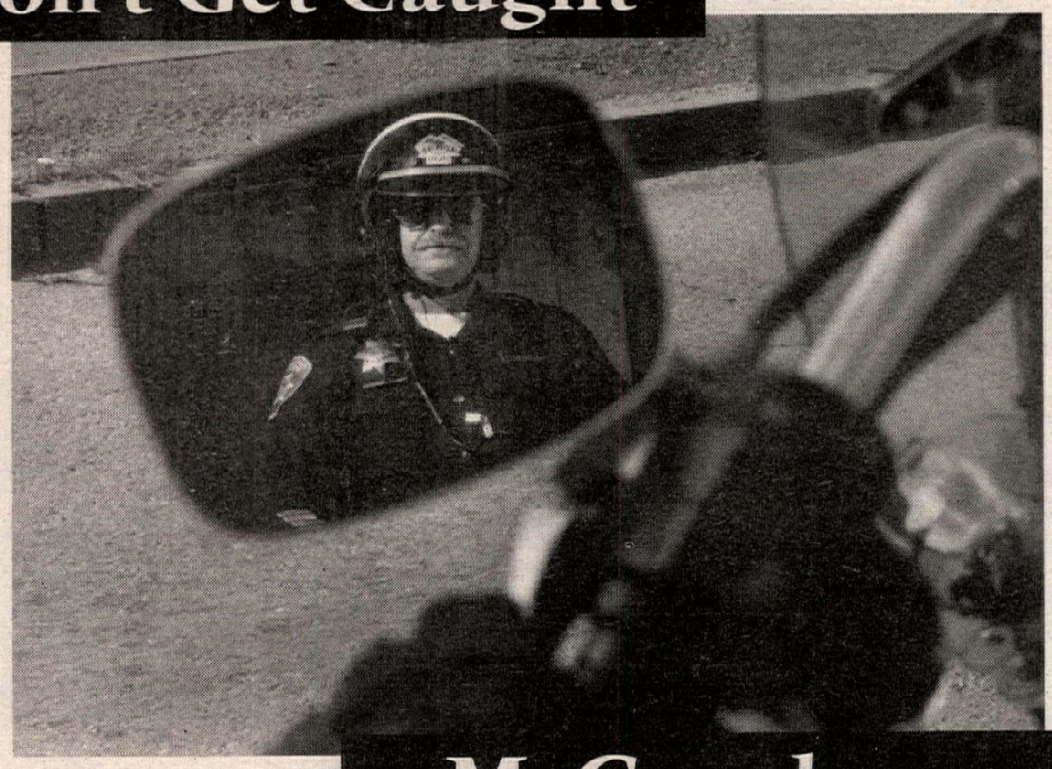

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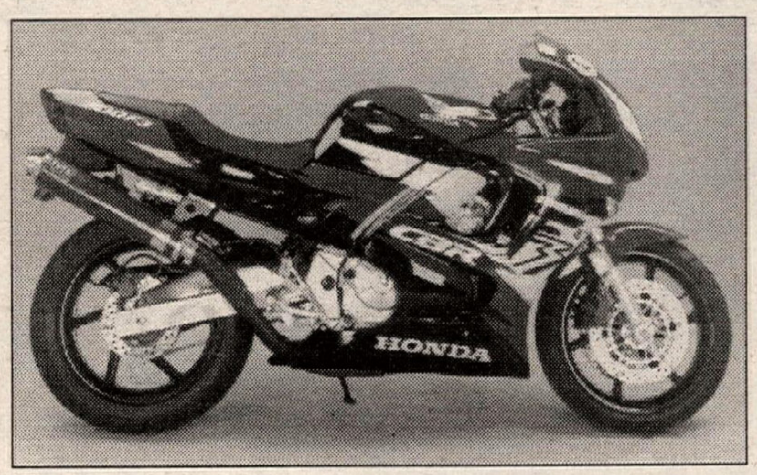

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HARE SCRAMBLE
AMA National Championship Hare Scramble Series

Davis breezes

(Above) Ty Davis (left) and defending champ Rodney Smith (right) went 1-2 at the National Hare Scrambles season opener. (Left) Scott Summers overcame a dry gas tank to finish third.

By Bill Spencer
Photos by Mykel Clark

HOLLISTER, CA, FEB. 12

Ty Davis opened up the 1995 National Hare Scrambles Series with a seemingly effortless win aboard his Team Green-backed Kawasaki. The motocrosser-turned-off-road-ace barely worked up a sweat as he quickly motored around last year's winner Rodney Smith and National Enduro Champion Steve Hatch just off the start, and, from that point on, Davis was simply untouchable. He took the checkered flag with plenty of room to spare, nearly one minute ahead of Team Suzuki's Smith. Hatch, Smith's teammate, ended up finishing third, while a distant fourth went to three-time Hare Scrambles National Champion Scott Summers.

Davis, who will most likely not campaign the entire National Hare Scrambles circuit, said he basically used the race as a "warm-up" for the following week's opening round of the National Enduro Series in Coalinga, California. "I'm really going to try hard to win the National Enduro Series this year, and it will take a lot of work. This was a good one to run." And win, no doubt.

This year's 14-mile Hollister OHV Park course was slightly different from last year's race, including more downhills and different sections. Overall, the course was fast and technical.

Brian Garrahan and Cole Marshall led the AA pack off the start. Marshall, in fact, had the sole position up front when Garrahan bobbled and bounced off the course. However, Marshall's lead was short-lived, when Hatch, Davis and Smith blew by him.

Davis quickly took care of Hatch on the first downhill, and with his Suzuki teammate now breathing down his back, Hatch let Smith by, not wanting to hold up the defending HS champ. "I got a fairly good start," said Smith of the early goings. "I saw Steve take the lead until Ty went by him, and then Steve moved over to let me by."

"I actually got the holeshot over Garrahan who got off the course," said Hatch of the start. "Ty was next and then Rodney. I let Rodney by because this is

Round 1

his series and he'll do the same for me (in the National Enduro Series). Then I crashed and had to play catch-'em."

By the first checkpoint, Davis had already built up a 25-second lead on Smith, while Hatch, who had crashed, dropped back to sixth, behind Marshall, Summers and KTM's Scott Plessinger.

After the first lap, Davis was all but gone, having opened up a huge one-minute lead over Smith, while, in the meantime, Summers had taken control of third after passing Marshall. In fifth through seventh battled Plessinger, Hatch and four-time National Hare & Hound Champion Danny Hamel, respectively. Occupying eighth was Yamaha rider Doug Blackwell, while five-time National Enduro Champion Randy Hawkins and local favorite Eric Mashbir rounded out the top 10.

By the fourth lap, Davis had the race all but won, as he had extended his margin over Smith to more than a minute and a half. Hatch had moved back into third after his early crash, while Plessinger came into the pits with exhaust problems that required fixing.

Summers also had problems of his own. "I ran out of gas about a mile before the check," said Summers. "I was just on fumes when I got to the check and it was still some distance from the pits. So I flipped the motorcycle upside down, hoping to get a bit of fuel into the carb, but my crew came over and we pushed it over, got it fueled and continued on. It shouldn't have happened - my vent tube was leaking, and on all the downhills, it was spewing fuel."

Inheriting fourth was Marshall and his Honda. Mashbir had control of fifth, in front of Blackwell, Hamel and Hawkins. Even further back followed Paul Funaro, three-time National MX Champion Kent Howerton, Mark Kerling, Steve Silvestri and Brian Garrahan.

Despite heading out for the last lap nearly two minutes ahead of Smith, Davis took the checkered flag with just 52 seconds to spare. "I cooled it the last lap, not wanting to blow it," said Davis.

Runner-up Smith said, "I had it in my mind to keep Ty in sight after Steve (Hatch) let me by at the start. We were cruising and he sort of got away a little and then I crashed and had to play catch-up. On the second lap I crashed again and that really gave him the surge. I sort of picked up the pace, but I knew that Ty was easing off at the end."

Hatch took the checkers in third, followed by Summers and Marshall. Hamel ended his day in sixth, just ahead of Hawkins, Blackwell, Mashbir and Silvestri. Plessinger's earlier problems dropped the Grand National Cross Country Champion to 11th, while Howerton ended up 13th, one spot behind Kerling. CN

Hollister Hills OHV Park
Hollister, California
Results: February 12, 1995

O/A: 1. Ty Davis (Kaw); 2. Rodney Smith (Suz); 3. Steve Hatch (Suz); 4. Scott Summers (Hon); 5. Cole Marshall (Hon); 6. Danny Hamel (Kaw); 7. Randy Hawkins (Suz); 8. Doug Blackwell (Yam); 9. Eric Mashbir (Hon); 10. Steve Silvestri (Yam); 11. Scott Plessinger (KTM); 12. Mark Kerling (Yam); 13. Kent Howerton (Hon); 14. Jason Dahners (KTM); 15. Joe Bruce (Yam); 16. Brian Garrahan (Kaw); 17. Patrick Garrahan (Kaw); 18. Paul Funaro (Hon); 19. Matthew Stavish (KTM); 20. Michael Lafferty (KTM).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS (After 1 of 9 rounds, best of 7): 1. Ty Davis (30); 2. Rodney Smith (25); 3. Steve Hatch (21); 4. Scott Summers (18); 5. Cole Marshall (16); 6. Danny Hamel (15); 7. Randy Hawkins (14); 8. Doug Blackwell (13); 9. Eric Mashbir (12); 10. Steve Silvestri (11); 11. Scott Plessinger (10); 12. Mark Kerling (9); 13. Kent Howerton (8); 14. Jason Dahners (7); 15. Joe Bruce (6); 16. Brian Garrahan (5); 17. Patrick Garrahan (4); 18. Paul Funaro (3); 19. Matthew Stavish (2); 20. Michael Lafferty (1).

Upcoming Rounds:
Round 2 - Hurricane Mills, TN, April 9
Round 3 - Wilson, LA, May 14

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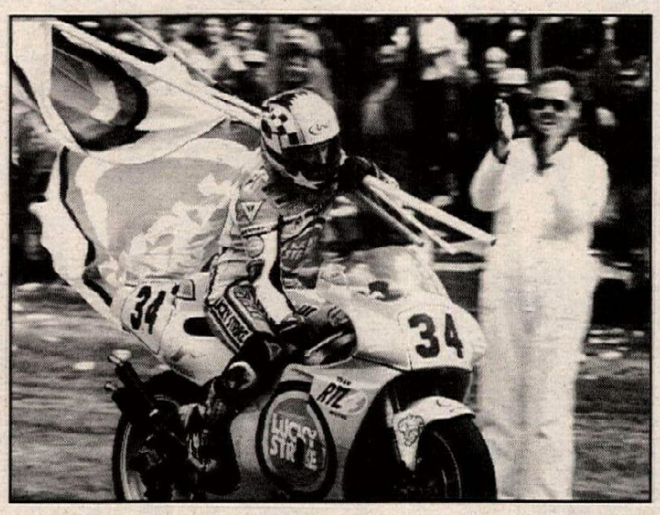

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Beaucaire, France

High jinx for Vohland?

(Above) Jimmy Button, who will campaign the 125cc GP series on the Magic Bike Honda team managed by Danny LaPorte, placed as high as fifth in the third moto.
(Left) For the second year in a row, Tallon Vohland, of the JHK Silkolene Kawasaki team, won the Beaucaire Classic MX in France. The event is the first major warm-up race for the upcoming GP season. Vohland won two out of three motos.
(Below) Belgian Stefan Everts finished third in both the first and second motos but crashed out of the third.

By Alex Hodgkinson

BEAUCAIRE, FRANCE, FEB. 12

It took just 10 days for Tallon Vohland to get well enough acquainted with his new steed - the factory 250 GP Kawasaki - to repeat his 1994 win at the first major race of the European outdoor motocross season - the Beaucaire Classic.

"I never expected to win here again this year," admitted the American newcomer to the JHK Silkolene Kawasaki team. "I've seemed to fade a little physically later in the season in past years, so I made a conscious effort not to do too much too early this year. I didn't race the Golden State or anything back home, and I only got on a bike again 10 days ago when we came down here to the south of France to test."

Onlookers could have been forgiven for thinking otherwise as the American won the first two motos and cruised to a final moto sixth to clinch matters.

Vohland's first win came with a first lap inside pass on a drop-off on Sandro Puzar; the 1990 250cc World champ from Italy refused to be shaken off but could find no way back to the front.

It was again Puzar who holeshot in moto two, but he surrendered the lead before the 10 lapper was halfway when he overshot a corner into the fence.

Vohland had already leapt past Kurt Nicoll but the Brit gave him his hardest race: "Hey, he was quick out there. I thought I was going fast, but he was finding lines all around the track and showing me his front wheel."

Nicoll, making his official HRC debut, was not unduly worried at his defeat in this race. "Tallon passed me on the first lap at the step-up jump," said Nicoll. "I don't like the look of it and I'm not going to jump it in a race like this. I tried to come back to him a few times but he kept shutting the door hard and it wasn't worth a collision."

Nicoll's chances of the overall had been spoiled by a first moto mishap. "I was concentrating on where I could try a pass and was a little careless and that let Demaria jump inside me on the uphill triple," Nicoll said. "We touched and I went down."

There were three threats to Vohland going into the final moto: Puzar, who had remounted to finish fourth in race two; Kawasaki team leader Stefan Everts, who had looked impressively smooth in rides through to 3-3 finishes

from 5-8 starts, and 125cc World Champion Bob Moore, equally collected from further back as he finished 4-5.

But the American, in training again for just one week after rebreaking a bone in his ankle during a supercross race in December and still hobbling off the bike, decided to sit out the final moto, and Everts was out of the race at the second corner when he crashed to the ground after making contact with Nicoll.

Puzar had missed the gate this time, but Vohland was also back in the pack.

Werner Dewit had pulled across him halfway up the start straight and was thankful for his pre-race points lead. By mid-moto he was seventh and could quite literally see that that was going to be enough because Puzar was right ahead of him in sixth.

By the finish the Italian, whose career had been in the doldrums at the end of '94, was fourth. "I have a new team and a new motivation," said Puzar. "I had a brake problem in race two." But Tallon was sixth after a sweet, late pass on the errant Dewit.

Nicoll was again second after an aggressive charge up the leaderboard, but he couldn't catch Peter Beirer, the German who is moving from the 125s to the 250cc GPs and from Suzuki to a Honda dealer team this year. "I wasn't aggressive enough early on in the first two races, but I already proved I had the speed to catch up the leading pack each time," said Beirer. "When I gated second to Dewit in the final I went for it."

Moore's two motos were enough to give him seventh best total score and the other two Americans at the race - Bader Manneh and Jimmy Button - also finished in the top 10 overall classification.

Button was not happy with Beirer. "How can you look over your shoulder, see that someone is there and pull across the track?" Button asked. "That is what he did to me in the second moto."

The American's starts were his downfall in the first two races. "That's just a stocker I'm riding today," explained Button. "Those other guys are outpowering me all the way up the hill from the start." But all worked well in race three and he started third, only to fall victim to Nicoll, Bervoets and Puzar.

Manneh is another still looking for his starts. "They'll come," said Manneh. "It's all down to practice." A good sign for the future was his ability to advance forward when necessary.

Yves Demaria had been erratic on his Yamaha debut. His pass on Nicoll came in a charge from ninth to fourth in the opener, but then he got the big triple awfully wrong and almost ended up in the crowd. Concussion forced him to sit out the rest of the program.

So an American had once again won the first big race of the European season, but Vohland must also carry with him the knowledge that no one has ever won Beaucaire and a world title in the same year. CN

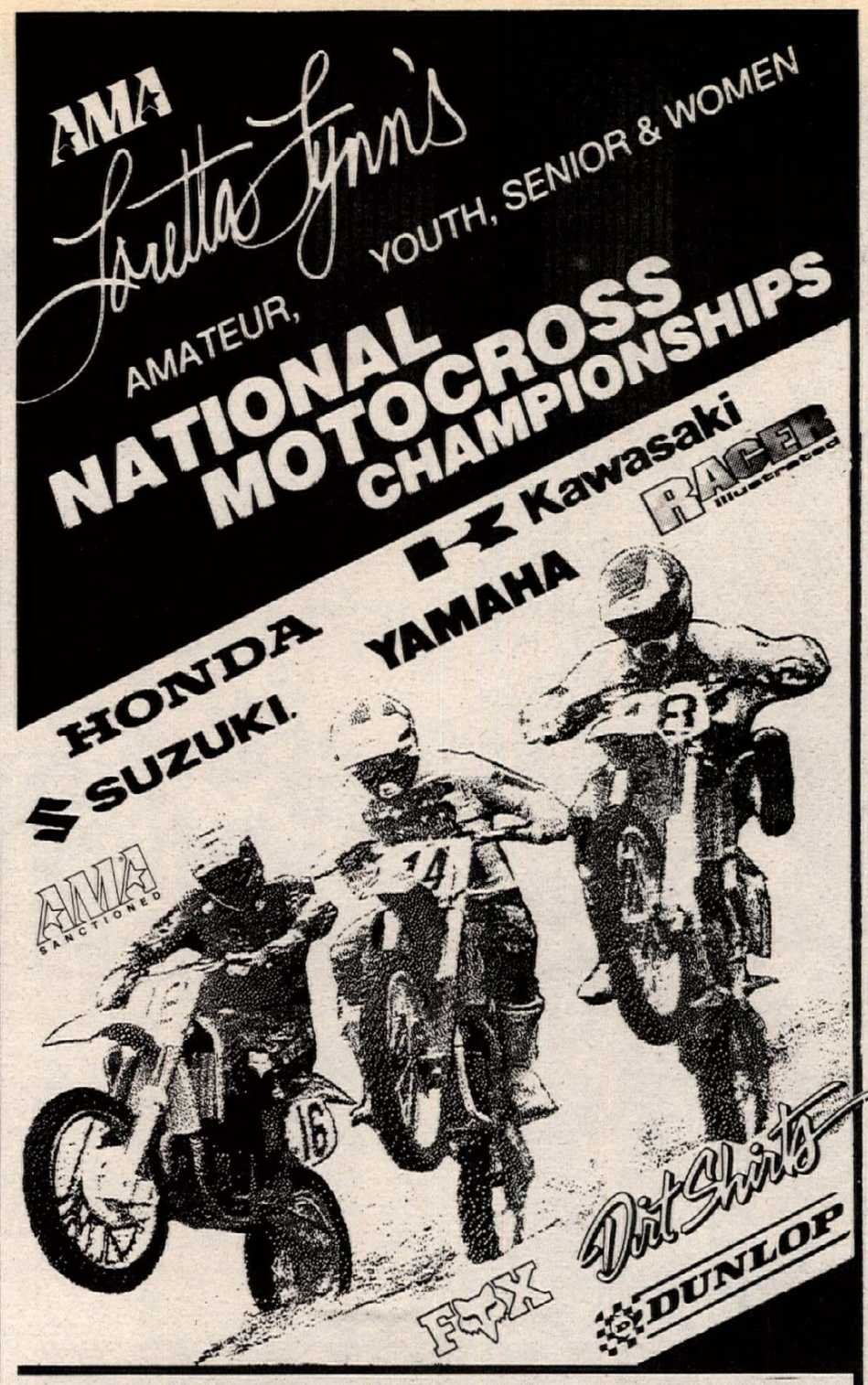
Circuit Saint Roman
Beaucaire, France
Results: February 12, 1995

O/A: 1. Tallon Vohland (Kaw), 2. Alessandro Puzar (Hon), 3. Peter Beirer (Hon), 4. Kurt Nicoll (Hon), 5. Stefan Everts (Kaw), 6. Marnicq Bervoets (Suz), 7. Bob Moore (Yam), 8. Werner Dewit (Suz), 9. Bader Manneh (Hon), 10. Jimmy Button (Hon)

MOTO 1: 1. Tallon Vohland, 2. Alessandro Puzar, 3. Stefan Everts, 4. Bobby Moore, 5. Werner Dewit, 6. Peter Beirer, 7. Andrea Bartolini (Yam), 8. Alessio Chiodi (Yam), 9. Jaimy Scevenels (Hon), 10. Kurt Nicoll

MOTO 2: 1. Tallon Vohland; 2. Kurt Nicoll; 3. Stefan Everts; 4. Alessandro Puzar; 5. Bobby Moore; 6. Peter Beirer; 7. Marnicq Bervoets; 8. Remy van Rees (Kaw); 9. Thierry Bethys (Hon); 10. Bader Manneh.

MOTO 3: 1. Peter Beirer; 2. Kurt Nicoll; 3. Marnicq Bervoets; 4. Alessandro Puzar; 5. Jimmy Button; 6. Tallon Vohland; 7. Bader Manneh; 8. Werner Dewit; 9. Miska Aaltonen (Hon); 10. Thierry Bethys.



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8. 250 B Modified
9. Open B/C
10. Plus 25 yrs
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12. Vet B Plus 30 yrs
13. Senior Plus 40 yrs
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** 16. 51 AMA Stock (7-8 yrs)
** 17. 65 Stock (7-9 yrs)
** 18. 65 Stock (10-11 yrs)
** 19. 85 Stock (7-11 yrs)
** 20. 85 Stock (12-13 yrs)
21. 85 Modified (9-13 yrs)
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April 1/2	**Budds Creek**, Budds Creek, MD	(301)475-2000
April 8/9	**Waldon Playboys MC**, Wallkill, NY	(914)561-2126
April 15	**Trailway Spdwy**, Hanover, PA	(717)359-4310
April 22/23	**Steel City MX**, Delmont, PA	(304)594-1157
May 6/7	**Moto-Cross 338**, Southwick, MA	(413)569-6635
May 13,14	**Frozen Ocean**, Auburn, NY	(315)784-5466
June 3/4	**The Challenger**, Indiana, PA	(412)726-5494
	NORTHEAST AMATEUR REGIONAL	
June 17/18	**Pleasure Valley Raceway**, Armaugh, PA	(814)539-4114
	NORTHEAST YOUTH REGIONAL	
June 24/25	**Thunder Ridge M/C**, So.Edmeston, NY	(607)847-6520
SOUTHEAST AREA QUALIFIERS		
March 19	**Florida Motosports Racing**, Ocala, FL	(904)867-5183
March 25/26	**Muddy Creek**, Blountville, TN	(615)323-5497
April 1/2	**Devils Ridge**,Sanford, NC	(919)776-2412
April 22/23	**Pepsi/Air Dania MX Park**, Dania,FL	(305)726-0049
April 29,30	**Pro Sports**, Wytheville, VA	(615)323-5497
May 6/7	**HillBilly Hills**, Macon, GA	(912)788-0413
May 20/21	**Christiana Rcwy**, Christiana, TN	(615)896-3245
	SOUTHEAST AMATEUR REGIONAL	
June 10/11	**Echeconne MX**, Macon GA	(912)788-8227
	SOUTHEAST YOUTH REGIONAL	
June 17/18	**MX of Marion Co.**, Reddick, FL	(904)591-2050
MIDEAST AREA QUALIFIERS		
April 8/9	**Midway MX**, Mitchell, IN	(812)849-2402
April 15/16	**JTM Promotions,Inc.** Millfield, OH	(614)797-2413
April 22/23	**Knobby Hills MX**, Hortonville, IN	(317)758-6200
April 29/30	**Dutch Sport Park**, Bloomingdale, MI	(616)695-6405
April 29/30	**American Motor Spts.**, Dover, OH	(614)596-2057
May 6/7	**COCR**, Sugar Grove, OH	(614)746-6875
May 13/14	**Baja Acres**, Millington MI	(517)871-3356
May 13/14	**Daniel Boone MX Park**, London, KY	(606)877-1364
	MIDEAST AMATEUR REGIONAL	
June 24/25	**Trojan Race Track**, N. Webster, IN	(219)594-2649
	MIDEAST YOUTH REGIONAL	
June 17/18	**Red Bud MX**, Buchanan, MI	(616)695-6405
NORTH CENTRAL AREA QUALIFIERS		
March 25/26	**Midwest Motospts**, Kahoka, MO	(816)727-2136
April 1/2	**Lincoln Trail MX**, Casey, IL	(217)932-2041
April 8/9	**Western KY Outdoors MX**, Lowes, KY	(502)642-2345
April 22/23	**Bailey's Motospts Park**, Hoopeston, IL	(217)283-6370
May 6/7	**Lake Geneva Raceway**, Lk. Geneva, WI	(815)728-0823
	NORTH CENTRAL AMATEUR REGIONAL	
June 17/18	**Western KY Outdoors MX**, Lowes, KY	(502)642-2345
	NORTH CENTRAL YOUTH REGIONAL	
June 24/25	**Bailey's Motospts Park**, Hoopeston, IL	(217)283-6370
SOUTH CENTRAL AREA QUALIFIERS		
April 22	**Swan MX Park**, Tyler,TX	(903)882-7791
May 7	**NM Competition Club**, Albuquerque, NM	(505)896-0200
May 14	**Thunder Mtn. Motorplex**, Rusk, TX	(903)683-2765
May 21	**Goodtimes MX Park**, Natalia, TX	(210)521-2069
	SOUTH CENTRAL AMATEUR & YOUTH REGIONAL	
June 17/18	**Swan MX Park**, Tyler, MX	(903)882-7791
SOUTHWEST AREA QUALIFIERS		
April 23	**Canyon Raceway**, Peoria, AZ	(602)258-7223
May 14	**Starwest MX Park**, Moreno Valley,CA	(310)868-2728
	SOUTHWEST AMATEUR & YOUTH REGIONAL	
June 18	**Starwest MX Park**, Moreno Valley,CA	(310)868-2728
NORTHWEST AREA QUALIFIERS		
May 14	**Washougal**, Washougal,WA	(503)673-1671
May 27	**Mt. Baker MC**,Bellingham, WA	(360)734-0773
May 28	**Clarksbranch**,Roseburg, OR	(503)673-1671
	NORTHWEST AMATEUR & YOUTH REGIONAL	
June 25	**Washougal**,Washougal,WA	(503)673-1671
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Round 5: Perris Raceway

Sheak shakes 'em up

By Tony Alessi

PERRIS, CA, FEB. 12

Scott Sheak dropped the local Perris pros to their knees with an impressive double moto sweep of the 125cc Pro class during round five of the GFI Winter Series at Perris Raceway.

Team Orange County Suzuki set the pace with Sheak and teammate Greg Schnell leading the way during the start of the first moto. Michael Brandes and Cory Keeney began to scrap for third place before colliding over the finish-line jump. Brandes called it quits for the moto, while Keeney remounted and eventually worked his way back to a disappointing 15th-place finish.

Up front, a seesaw battle was taking place between Sheak and Schnell, but every time that Schnell would try to close the gap, Sheak would crack open the throttle a little more and pull away. In the end, Sheak crossed the line first for the moto win, while Schnell settled for second.

"I have a crack in my fibula," Schnell said after the moto. "I can't train like I want to, and it's working against me today."

Casey Johnson raced behind Schnell for most of the moto, but Johnson was a lap down.

"During the first couple of laps my carburetor fell off the boot," Johnson said. "The SplitFire bike uses a different manifold, and that happens sometimes."

Rookie Pro Dustin Nelson finished third after a midpack start, topping Mike Chamberlain and Doug Dubach, who started the moto three positions from last place.

The second moto saw Keeney lead every lap except for the most important lap, the last one, this time due to a mechanical failure.

"The bike seized," Keeney said.

Sheak scooted across the line for the moto and overall win while Schnell, Johnson, Rusty Holland and Dubach rounded out the top five.

Team O'Neal's Dubach rebounded from his disappointing 125cc Pro finish by coming back for the win in the 250cc Pro class. Dubach walked all over the competition in the first moto, earning what appeared to be an easy win. Keeney rode consistently and finished second in front of Anthony Pocorobba, Brandes and Jeff Willoh.

The second moto saw Dubach chase after Keeney and Sheak for most of the race and make a critical pass on the last lap where he stuffed it past Keeney to take second place and secure the overall victory. Sheak's second-moto victory, combined with a first-moto DNF, left him 11th overall for the day.

NCY/Scott-backed Tim Beatty used consistency to score the overall win in the 125cc Intermediate class. Former Mini ace Jiri Dostal won the opening moto after a close battle with Beatty. Casey Lytle finished third on a borrowed bike.

"Our race bike seized before the race, so I used a 125cc Beginner's Kawasaki," Lytle said.

Ryan Clark put the hammer down for the second-moto win. Beatty finished second, while Dostal crossed the line in third place. Lytle looked to be suffering

(Above) Scott Sheak powered to the 125cc Pro class win during round five of the GFI Winter Series. Sheak swept the class with 1-1 scores. (Right) Doug Dubach (28) and Corey Keeney (96) waged war in the 250cc Pro class with Dubach coming out on top.

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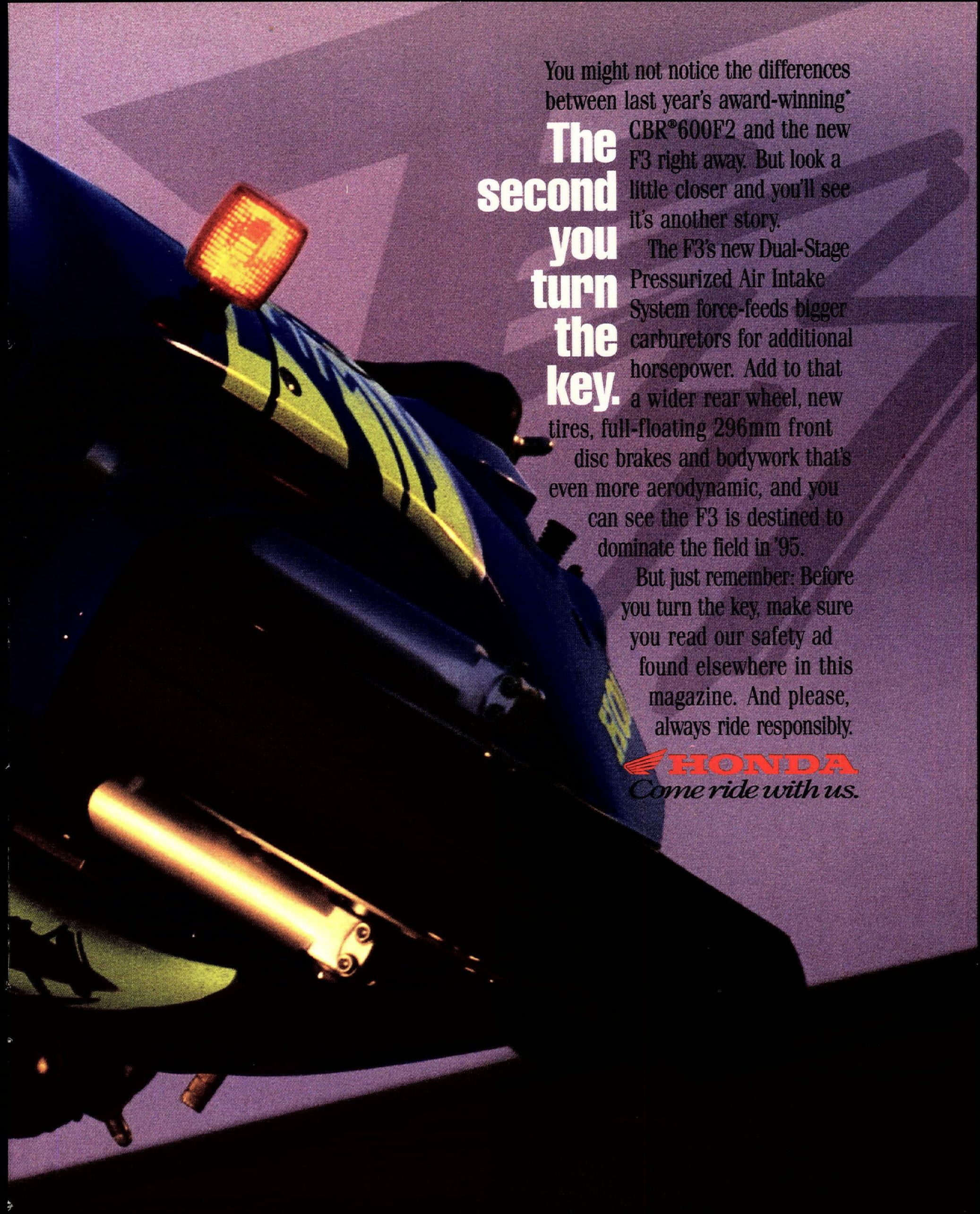

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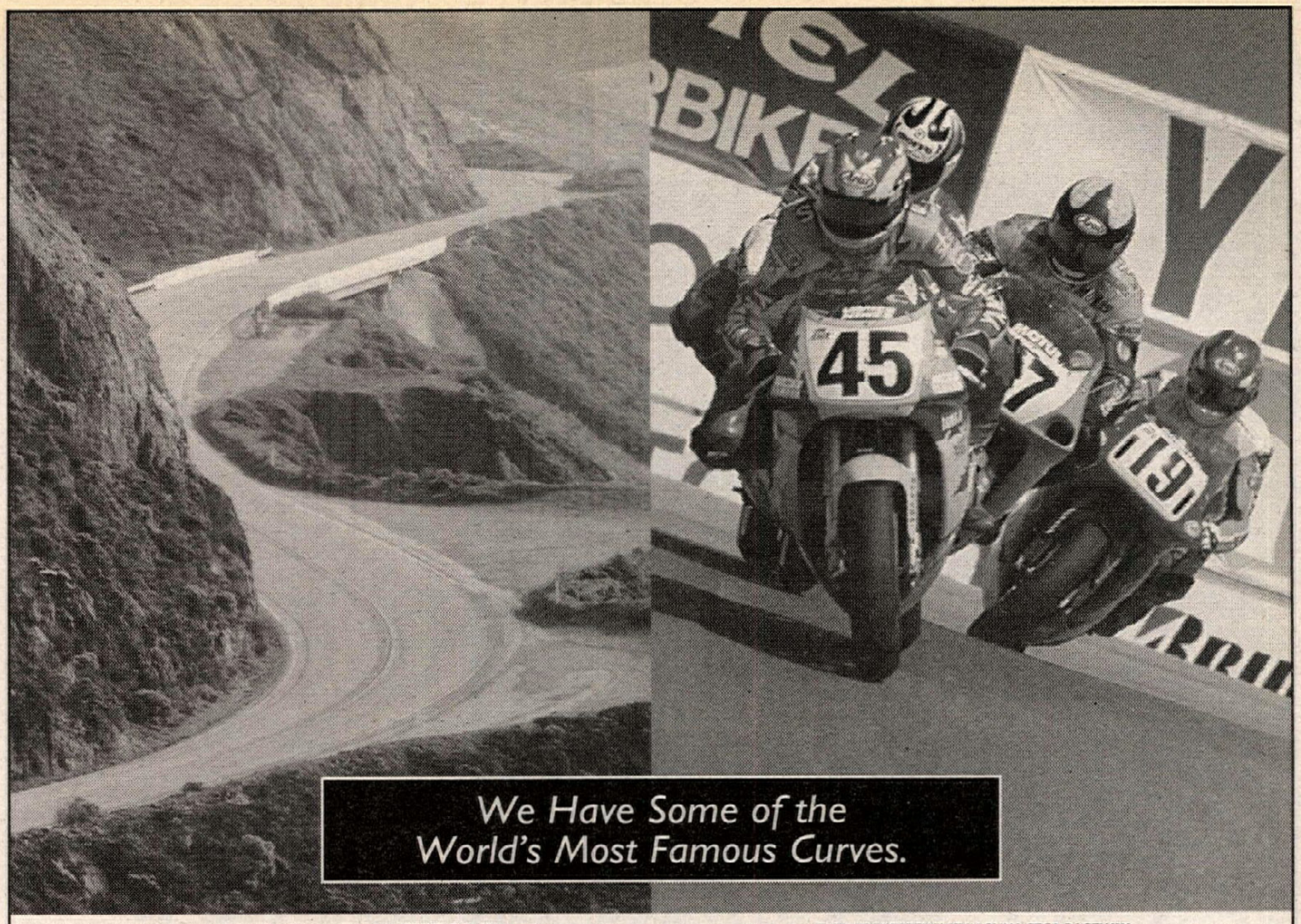
from a case of too-soft suspension and finished fourth.

Today's round marked the last of the Southern portion of the GFI Winter Series. Southern division champions were crowned in every class from Pee Wees to Vets at the end of the day. State Champions will be determined during the all-important "Showdown" round between the Northern and Southern divisions. The event will be held in two weeks to allow for the completion of the Northern division series. CN

Perris Raceway
Perris, California
Results: February 12 (Round 5 of 5)

50 (4-6) STK: 1. Jeff Alessi (Yam); 2. Ryan McClintock (Yam); 3. Weston Peick (Yam); 4. Erik Coleman (Yam); 5. B.J. Kuntz (Yam).
50 (7-8) STK: 1. Cas Swift (KTM); 2. Aron Tomota (Yam); 3. Bryan Minter (KTM); 4. Giovanni Filippone (Yam); 5. Sean McEnroe (Yam).
50 OPEN: 1. Tommy Cochran (Yam); 2. Aaron Brengantez (Yam); 3. Brian Kauffman (Yam).
60 F/T: 1. Kelly Tedder (Kaw); 2. Aron Tomota (Kaw); 3. Dallas Peick (Kaw); 4. Russell Kauffman (Kaw); 5. Shane Minter (Kaw).
60 BEG: 1. Giovanni Filippone (Kaw); 2. Donald Chollar (Kaw); 3. Cas Swift (KTM); 4. Tyler Duncan (Hon); 5. Aaron Bergantz (Kaw).
60 NOV: 1. Mark Palmer (Kaw); 2. Andy Pierce (Kaw); 3. Nicholas Wells (Kaw); 4. Tommy Cochran (Kaw).
60 INT: 1. Chad Gaumer (Kaw); 2. Cole Humphus (Kaw); 3. J.J. Hall (Kaw); 4. Chris Nihan (Kaw); 5. Scott Simon (Kaw).
80 F/T: 1. Matt Kearney (Kaw); 2. Kyle Quillettes (Yam); 3. Gary Motshagen (Yam).
80 BEG: 1. Austin Jones (Suz); 2. Salvatore Filippone (Yam); 3. J.J. Bonanno (Yam); 4. Scott Ramos (Yam); 5. Chad Gaumer (Kaw).
80 NOV: 1. Casey Gould (Yam); 2. Jan Brabec (Suz); 3. Klint LaPlante (Suz); 4. Scott Ramos (Yam); 5. Ross Garcia (Yam).
80 INT: 1. Dustin Ryley (Yam); 2. Dusty Walters (Yam); 3. Bobby Bonds (Kaw); 4. Levi Reid (Yam); 5. Chris Rogers (Suz).
80 OPEN: 1. Danny Carlson (Yam); 2. Billy Payne (Kaw); 3. Bryan McGavran (Hon); 4. Jonathan Shimp (Suz); 5. Sean Hamblin (Yam).
100 OPEN: 1. Tim Langdon (Kaw); 2. Klint LaPlante (Kaw).
125 BEG D-1: 1. Ryan Vanderveen (Kaw); 2. Jason Howard (Kaw); 3. Jon Gagnon (Yam); 4. Jonathan Schultz (Suz); 5. Jason Rubin (Suz).
125 BEG D-2: 1. Justin Blower (Kaw); 2. Jeremiah Puvogel (Suz); 3. Sean White (Kaw); 4. John Ferrell (Hon); 5. Dustin Meyer (Suz).
125 NOV: 1. Adam Pierce (Kaw); 2. Clint Shepard (Suz); 3. Jake Gribbon (Yam); 4. Frank Mecono (Hon); 5. Brian Reichel (Kaw).
125 INT: 1. Tim Beatty (Yam); 2. Jiri Dostal (Suz); 3. Ryan Clark (Suz); 4. Casey Lytle (Hon); 5. Eric Schnell (Suz).
125 PRO: 1. Scott Sheak (Suz); 2. Greg Schnell (Suz); 3. Doug Dubach (Yam); 4. Mike Chamberlain (Hon); 5. Dustin Nelson (Kaw).
250 BEG: 1. Jason Stockton (Kaw); 2. Dayne Brassard (Yam); 3. Chris Scherer (Hon); 4. Shane Edwards (Yam); 5. Tim Elkins (Suz).
250 NOV: 1. Jason Abbott (Suz); 2. Scott Freedland (Suz); 3. Joe Nevins (Yam); 4. Josh Chisum (Hon); 5. John Phillips (Yam).
250 INT: 1. Casey Lytle (Hon); 2. Ryan Clark (Suz); 3. Raymond Bowers (Hon); 4. Chad Bruce (Hon); 5. George Merry (Yam).
250 PRO: 1. Doug Dubach (Yam); 2. Cory Keeney (Yam); 3. Anthony Pocorobba (Suz); 4. Jeff Willoh (Kaw); 5. Mike Chamberlain (Hon).
500 PRO: 1. Terry Fowler (Hon); 2. Rusty Holland (Hon); 3. Willy Musgrave (Hon); 4. Shawn Wynne (Hon); 5. Pete Murray (Hon).
25+ BEG: 1. Mike Foster (Suz); 2. Danny Canada (Kaw); 3. Darin Murdoch (Hon); 4. Tom Rueus (Yam); 5. Chris Dodge (Yam).
25+ NOV: 1. Craig Monty (Kaw); 2. Matt Polosky (Yam); 3. Daniel Barnett (Yam); 4. Roger Oreb (Yam); 5. Shane Lyden (Yam).
25+ INT: 1. Loren Pochirowski (Hon); 2. Giovanni Spinali (Yam); 3. Ron Sharp (Suz); 4. Anthony Hadsall (Hon); 5. Chad Smart (Kaw).
25+ EX: 1. Travis Roberson (Hon); 2. Malcolm Watson (Suz); 3. Jeff Barbacovi (Yam); 4. Ron Gilbert (Hon); 5. Jon Zahrt (Yam).
30+ BEG: 1. Mike Foster (Suz); 2. Bonnie Warch (Suz); 3. Tim Siddall (Suz); 4. David Halworth (Yam); 5. Chris Swift.
30+ NOV: 1. Kevin Brown (Hon); 2. Mark Brooks (Suz); 3. Wayne Reid (Yam); 4. Mark Perez (Hon); 5. Ron Coleman (Hon).
30+ INT: 1. Loren Pochirowski (Hon); 2. Kirk Hammer (Yam); 3. Ron Sharp (Suz); 4. Dave Ivory (Hon); 5. Randy Skinner (Suz).
30+ PRO: 1. Doug Dubach (Yam); 2. Willy Musgrave (Hon); 3. Pete Murray (Suz); 4. Joe Welton (Yam); 5. Mike Beier (Yam).
30+ EX: 1. Dan Berg (Hon); 2. Jon Zahrt (Yam); 3. Rod Richardson (Yam); 4. Martin Klossner (Yam); 5. Kenny Zahrt (Yam).
35+ NOV: 1. Bob Bang (Yam); 2. Mark Brooks (Suz); 3. Greg Mazzio (Yam); 4. Dave Simon (Kaw); 5. Chet Malito (Hon).
35+ INT: 1. Joel Harriott (Yam); 2. Dave Ivory (Hon); 3. Randy Skinner (Suz); 4. John Atwood (Yam); 5. Scott Freeman (Hon).
35+ EX: 1. Mark White (Yam); 2. Kenny Zahrt (Yam); 3. Pete Murray (Suz); 4. Rod Richardson (Yam); 5. Gary Doggett (Hon).
40+ NOV: 1. Danny Smith (Hon).
40+ INT: 1. W.G. Wilson (Suz); 2. Lee Johnon (Yam); 3. Bob Archer (Hon); 4. Mark Moore (Suz); 5. Wayne Carey.
40+ EX: 1. John Atwood (Yam); 2. Scott Freeman (Hon); 3. Marshall Marion (Yam); 4. Don Wallingsford (Hon); 5. Gary Doggett (Hon).



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Victory Sports Indoor Winter Series

No cherries

By Barbara Williams
Photo by Loren Williams

ASHEVILLE, NC, FEB. 4-5

Despite the fact that there were no cherries available for easy picking at the last rounds of the Victory Sports Indoor Winter Series (it *is* winter, after all), the Sam Gammon-promoted race drew some of the best riders in the eastern half of the U.S. and Canada.

Trey Owens and his friend Jason Owens (no relation, though they like to put people on about it) drove 15 hours from Oklahoma because they'd heard the A-class competition was relatively easy. "Shawn Morgan came from Colorado in November and won four out of six races in 125 A and 250 A," explained Trey. "The money looked decent, so here we are. Unfortunately, there are a lot of other fast guys here, too."

(Top) Nick Mairosa (46) duels with Dustin Evans (191) at the United Sports Arenacross finale in Victorville, California. Evans won the 125cc Pro class while Mairosa was the top 250cc Pro.
(Middle) Jimmy Eickel (700) leads Jeromy Buehl (60) and Kevin Walker (859) through turn one at the Asheville SX.
(Above) Jimmy Gaddis left round nine of the AMA National Arenacross Series at Milwaukee's Mecca Center with another three main event wins and a 79-point lead over Jeromy Buehl in the series standings.

The Owens duo faced competition from visitors Billy Whitley, Jeromy Buehl, Barry Carsten, Carl Vaillancourt, Bill Wallin, Jimmy Eickel and Greg Rand. Plus, the "home team" of riders who terrorize the Southeast were well represented by Jim Chester, Nathan Ramsey, Hank Moree Jr., Shane Templeton, Kevin Walker and Mike Nutter. The large number of entries made double qualifiers necessary for each event, in order to pick the 14 riders who would ride in the main. When the last kill-switch was pushed and the WNC Ag Center arena was quiet once more, Jim Chester had pocketed the purse for 125cc A on both days. Jim Neese owned 250cc A on Saturday, and Canadian Carl Vaillancourt took the 250cc A win on Sunday in a terrific battle with Chester and Whitley.

Honda-mounted Moree holeshot Saturday's 125cc A contest, with Chester, Neese, Rand and Carsten yapping at his heels. Hammerin' Hank looked settled in the lead until early in lap three (of 12), when he crashed over the infield double. Chester took over and fended off all challenges from first Neese, then Rand after Greg sacked Jim in the back of the course for second. Ramsey had dealt with Carsten early, advancing to fourth and dropping Barry to fifth, where they remained.

Buehl flogged his Suzuki to the front on the start of Saturday's 250cc A main, engaging in a fantastic four-way battle with Neese, Rand and Whitley until he fell at the halfway point. Neese assumed the lead and ran out front like a scalded dog, oblivious to Rand's efforts from second place. Whitley was secure in third, followed by the knot of Carsten, Chester and Ramsey.

Eickel led the pack in Sunday's 125cc A main after a restart caused by Whitley jumping the gate. Under intense pressure from Chester, Moree, Templeton and Neese, Eickel came down off the finish-line jump on his front wheel, crashing out of competition. Jimmy was able to resume racing, but crashed again in the back section and never regained his rhythm.

Chester filled the void created by Eickel's sudden departure and quickly pulled ahead, taking advantage of the fierce battle among Moree, Neese, Templeton and Vaillancourt. When Neese somersaulted the Honda in the whoops, Moree was left to pursue Chester, but by then the Suzuki rider was out of reach. Templeton and Vaillancourt caught up to Moree, but were too busy bickering over third to be much of a threat for second. Walker turned in a strong ride for fifth over Ramsey and Whitley. CN

Results

SATURDAY

50 (4-6): 1. Logan Bell (KTM); 2. Buddy Biagi (Yam); 3. Chase Black (KTM); 4. Keith Rose (KTM); 5. Joshua Stanley (Yam).

50 (7-8): 1. Zachary Marshall (LEM); 2. Jake Posey (LEM); 3. Buddy Biagi (Yam); 4. Chase Beck (KTM); 5. Logan Bell (KTM).

65: 1. Hutch Lee (Kaw); 2. Jeffrey A. Fields (Kaw); 4. Devon Hedrick (Kaw); 5. Ian Riddle (Kaw).

JR MINI: 1. Ben Riddle (Kaw); 2. Jason Bault (Suz); 3. Jacob Saylor (Kaw); 4. Daniel Tessneer (Yam); 5. Jeffrey Fields (Kaw).

SR MINI: 1. Jeff Ryan (Kaw); 2. Chris Mowery (Yam); 3. Nicholas Burns (Hon); 4. Travis Reagan (Kaw); 5. J.R. Carter (Kaw).

S/MINI: 1. Jeff Ryan (Kaw); 2. Ben Riddle (Kaw); 3. Paul Justus (Yam); 4. Bobby Ranker (Suz); 5. Chris Mowery (Yam).

125 A: 1. Jim Chester (Suz); 2. Greg Rand (Suz); 3. Jim Neese (Hon); 4. Nathan Ramsey (Suz); 5. Barry Carsten (Suz).

125 B: 1. Jacob Dombrosky (Suz); 2. Chris Bault (Suz); 3. Brian Lane (Kaw); 4. Grady Sheehan (Hon); 5. Jason Sain (Hon).

125 C: 1. John Robertson (Hon); 2. Matt Eason (Kaw); 3. Luke Presnell (Hon); 4. Cody Marets (Kaw); 5. Walter Allen (Kaw).

125 D: 1. Aaron Ellenburg (Hon); 2. Timmy Morrison (Kaw); 3. Chris Stott (Hon); 4. Greg Thompson (Yam); 5. Michael Baxter (Kaw).

250 A: 1. Jim Neese (Hon); 2. Greg Rand (Suz); 3. Billy Whitley (Kaw); 4. Barry Carsten (Suz); 5. Jim Chester (Suz).

250 B: 1. Jason Baldwin (Hon); 2. Jeff Mushala (Hon); 3. Chris Brocious (Kaw); 4. Jon Krieger (Kaw); 5. Brian Lane (Kaw).

250 C: 1. Furman Parton (Hon); 2. Scott Minyard (Hon); 3. Adam Burchfield (Suz); 4. Robert Green (Kaw); 5. Cameron Shugart (Yam).

250 D: 1. Joshe Clark (Hon); 2. Steve Anneshansley (Hon); 3. Roy Dennie (Hon); 4. Eddie Hamilton (Kaw); 5. Gary Brooks (Hon).

U/L AM: 1. Jason Baldwin (Hon); 2. Jacob Dombrosky (Suz); 3. Robert Huston (Kaw); 4. Chris Bault (Suz); 5. Glen Hoffman (Hon).

25+: 1. Randy Richardson (Hon); 2. Furman Parton (Hon); 3. Robert Huston (Kaw); 4. Brian Justice (Suz); 5. Jon Krieger (Kaw).

30+: 1. Robert Huston (Yam); 2. Rick Wright (Hon); 3. Daniel Travis Bell (Yam); 4. William Collins (Hon); 5. Nicky Allen (Hon).

SUNDAY

50 (4-6): 1. Chase Beck (KTM); 2. Buddy Biagi (Yam); 3. Joshua Stanley (Yam); 4. Kassie Wilks (Yam); 5. Zane Clardy (Yam).

50 (7-8): 1. Zachary Marshall (LEM); 2. Jake Posey (LEM); 3. Chase Beck (KTM); 4. Cody King (Yam); 5. Heather Biagi (Yam).

65: 1. Kevin Stone (Kaw); 2. Jeffrey Fields (Kaw); 3. Hutch Lee (Kaw); 4. Ian Riddle (Kaw); 5. Devon Hedrick (Kaw).

JR MINI: 1. Ben Riddle (Kaw); 2. Jason Bault (Suz); 3. Jacob Saylor (Kaw); 4. Tyler Burnette (Yam); 5. Jeffrey A. Fields (Kaw).

SR MINI: 1. Jeff Ryan (Kaw); 2. Chris Mowery (Yam); 3. Bobby Ranker (Suz); 4. J.R. Carter (Kaw); 5. Corey King (Suz).

S/MINI: 1. Jeff Ryan (Kaw); 2. Ben Riddle (Kaw); 3. Bobby Ranker (Suz); 4. Paul Justus (Yam); 5. Chris Mowery (Yam).

125 A: 1. Jim Chester (Suz); 2. Hank Moree (Hon); 3. Carl Vaillancourt (Hon); 4. Shane Templeton (Suz); 5. Kevin Walker (Yam).

125 C: 1. Cody Marek (Kaw); 2. John Robertson (Hon); 3. Joey Pittman (Kaw); 4. Jason Thompson (Kaw); 5. Walter Allen (Kaw).

125 D: 1. Timmy Morrison (Kaw); 2. Steve Anneshansley (Hon); 3. Joshe Clark (Hon); 4. Kelly Mitchell (Hon); 5. Michael Johnson (Hon).

250 A: 1. Carl Vaillancourt (Hon); 2. Jim Chester (Suz); 3. Billy Whitley (Kaw); 4. Barry Carsten (Suz); 5. Shane Templeton (Suz).

250 B: 1. Jeff Mushala (Hon); 2. Chris Brocious (Kaw); 3. Phillip Hayes (Suz); 4. Glen Hoffman (Hon); 5. Ronald Woods (Hon).

250 C: 1. Furman Parton (Hon); 2. Scott Minyard (Hon); 3. Shane Fenwick (Suz); 4. Cameron Shugart (Yam); 5. Brian Renfro (Hon).

250 D: 1. Steve Anneshansley (Hon); 2. Joshe Clark (Hon); 3. Reggie Curtis (Kaw); 4. Eddie Hamilton (Kaw); 5. Bob Frost (Suz).

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30+: 1. Rick Wright (Hon); 2. David Eller (Kaw); 3. William Collins (Hon); 4. Billy Harrison (Hon); 5. Sam Reece (Hon).

U/L AM: 1. Jacob Dombrosky (Suz); 2. Chris Bault (Suz); 3. Kevin Rothrock (Hon); 4. Chris Seigler (Yam); 5. Shane Fenwick (Suz).

United Sports Arenacross Series: Final round

Speedway USA wraps arenacross season

By Michael Maher

VICTORVILLE, CA, FEB. 11

Gene Woods' first Speedway USA Arenacross series wound to a close with the season finale that attracted the season's biggest crowd and crowned the division champions with a few special guest riders thrown in for good measure.

In the day's first event, the race for the 125 and 250cc Beginners, Joe Blackmore took the early lead on his 125, but he soon found himself being challenged by 250-mounted John Aden. A speedway regular, Aden soon moved by Blackmore to take the overall lead and held on to take the victory.

In the second moto, Aden took the lead off the start but completed less than half a lap before his bike spit its chain, leaving Aden dead in the water. Aden's failure gave the lead to Jeff Robinson, who held on until the finish. Meanwhile, Blackmore took a tumble that dropped him back but he got up and charged right up through the pack to salvage fourth place overall and second in the 125cc class.

The final moto of the class saw Aden return with a vengeance to lead wire-to-wire while Blackmore came back from his second-moto debacle to chase Aden across the line and win the 125cc division. Despite his charge, Aden's second-moto DNF cost him the 250cc win, as

Robinson finished second in moto three to earn the 250cc title.

The biggest class of the afternoon was the 80cc Beginner class, and Michael Hull got another chance to show his stuff as he dominated the day. Hull won the first moto flag-to-flag, with Brandon Flippin taking the second-place honors. In moto two, Flippin got the early lead, but Hull dispatched him on the second lap and again cruised home to victory. The final moto was all Hull as he pulled out such a lead that he was able to take a tumble and still get going again without losing the lead, although it did allow Flippin to close up and make things interesting.

The next races were for the combined 125cc Novice, Beginner and Veterans along with the lone four-stroke. Although Robert Barnum knew every time he saddled up that he had the four-stroke class won, as he was the only thumper rider in the series, the fact didn't prevent him from pulling out all the stops in his efforts to uphold the honor of four-stroke riders everywhere.

Barnum took the lead in moto one but was challenged by lone 125cc Novice Brian Ferrell. Barnum's thumper was all over the track trying to hold Ferrell at bay, but Ferrell eventually got by and pulled away for the win with Barnum holding on to second place. Moto two saw Vet Mike Carr take the early lead over Barnum and Ferrell, but first Barnum and then Ferrell got by. Barnum then took a spill in the tight hairpin leading to the double jumps, and that allowed Ferrell and Carr to get by and pull away. Barnum got going again but was unable to catch the lead pair and had to settle for third overall.

In the final moto, Barnum again took the lead and Ferrell again caught and passed him to blast home with the win. But behind Ferrell a great fight was taking place as Carr was closing on Barnum, inching ever closer with each lap. On the last lap the pair were neck and neck going into the final turn, and Barnum was able to take advantage of a lapped rider to outdrag Carr to the line for second in the closest finish of the day. CN

Results

250 PRO: 1. Nick Mairosa; 2. Dustin Evans.
250 NOV: 1. Brian Ferrell; 2. David Hardy.
250 BEG: 1. Eric Robinson; 2. John Aden; 3. Robert Sutton; 4. Jeff Robinson; 5. Dave Greene.
4-STRK: 1. Robert Barnum.
VET NOV: 1. Mike Carr.
VET BEG: 1. Jonnie Little; 2. Gary Earer; 3. Bobby Johnson; 4. Darrald Bennett.
125 NOV: 1. Brian Ferrell.
125 BEG: 1. Joe Blackmore; 2. Justin Gutierrez; 3. Steven Fox; 4. Allen Colantoono.
80 INT: 1. Danny Carlson; 2. Chris Thompson.
80 NOV: 1. Chris Hunginger.
80 BEG: 1. Michael Hull; 2. Brandon Flippin; 3. Rod Worden; 4. Brad Robinson; 5. Shane Fox.
60 BEG: 1. Jason Medina; 2. Stephen Womack; 3. Justin Morrow; 4. J.R. Williams; 5. Jesse Little.
P/W EX: 1. Michael Parker; 2. J.R. Williams.
P/W BEG: 1. Jason Griffin; 2. Jacob Scott; 3. Gerald Rodriguez; 4. Dave Greene; 5. Jamie Morrison.

AMA National Arenacross Series: Round 9

Gaddis the big cheese at Mecca Center

By Pam Lambert
Photo by Tom Voegeli

MILWAUKEE, WI, FEB. 10-11

Spectators braved the cold to get to the Milwaukee Mecca Center but stayed toasty warm as they watched Jimmy Gaddis take home his 19th, 20th and 21st main event wins in

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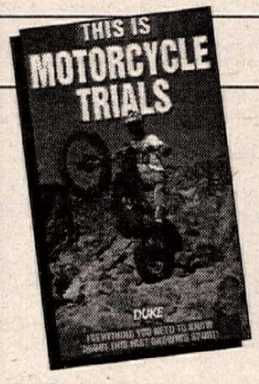

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Jan. 14 - Orlando, FL
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Jan. 28 - Anaheim, CA
Feb. 4 - Seattle, WA
Feb. 11 - San Diego, CA
Feb. 25 - Atlanta, GA
Mar. 11 - Daytona, FL
Mar. 18 - Indianapolis, IN
Mar. 25 - Houston, TX
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(#140) Motorcycle sport and the men who ride "On Any Sunday," featuring Mert Lawwill, Malcolm Smith and Steve McQueen.

Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the International Six Day Trials to the Widowmaker Hill Climb; the Bonneville Salt Flats to the Elsinore Grand Prix.

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"Masterful, extraordinary... thrills that can't be described. A terrifically engrossing film" - San Fransisco Examiner
"Thrilling, entertaining, funny and informative. Bruce Brown is a superb filmmaker" - WPIX-TV
"A film that alone stands as a spectacular piece of filmmaking" - Daily Variety
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90 minutes from KWB Marketing Group.

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the AMA National Arenacross Series during round nine.

Gaddis' only defeat came at the hands F&S Suzuki/Sinisalo/Shoei/Scott/FassGass-backed Jeromy Buehl, who wowed the crowd Friday night with a 125cc main event win.

Friday night's 125cc main event began with a red-flagged start as Shawn Morgan hit the rubber band and was sent to the third row for the restart. On the second chance, Gaddis got the holeshot and took off, while Greg Rand, Grayson Goodman and Jamie Bennett battled. Cliff Adoptante slipped around Bennett, but Buehl was skimming across the whoops at the speed of light. The Rand/Goodman combo diced back and forth while Buehl picked off Curry and Adoptante.

Gaddis put his Team Green/Pro Circuit/SplitFire/Axo-backed KX125 on cruise and continued out front. As Rand held on to second place, Buehl blew into third taking Goodman through the whoops. Rand and Buehl battled for several laps picking up time on Gaddis as the race progressed past the halfway point. But Buehl was too much in the whoop section, taking over Rand's second-place spot through them and closing in on Gaddis' lead. On the last lap, Gaddis and Buehl were side by side through the whoops and banged bars in the left-hander setting up for the big infield double jump. Buehl got the advantage in the turn on the inside while Gaddis' front tire washed out.

Buehl took the lead and Rand slipped past as Gaddis remounted. Buehl rode around for the win followed by Rand. Even a flat front tire and another spill in the triple/double section didn't keep Gaddis from making the podium as he crossed the finish in third. Goodman claimed fourth just ahead of Curry.

The start of the 250cc main event was a sea of Green as Doug Stone took holeshot honors closely followed by fellow Team Green riders Whitley, Gaddis and Morgan. Whitley skipped across the whoops to take the lead from Stone. Gaddis quickly followed and moved into second. Buehl had to fight from a mediocre start but quickly passed Bennett, Morgan and Stone to move into third. Gaddis tried several different lines in an attempt to get around Whitley but had no luck for several laps. Finally, Gaddis got a little better drive going into the triple/double section and came out in front. Buehl had been creeping up on the leaders and reached Whitley's rear fender when the signal was given for two laps remaining. On the last lap, Buehl was able to pull alongside Whitley in the whoops, but the two riders got into heavy lapped traffic. As they approached the triple/double section, both riders tripled but Whitley's line was clear for him to double out safely. Buehl was able to double but had to go outside and Whitley crossed the line first. Gaddis took home win number 19 in the series. Whitley finished second, Buehl was third and Morgan and Goodman completed the top five. Gaddis returned on Saturday night to hammer to both Pro class wins. CN

Results

FRIDAY NIGHT

125 EX: 1. Jeromy Buehl (Suz); 2. Greg Rand (Suz); 3. Jimmy Gaddis (Kaw); 4. Grayson Goodman (Hon); 5. Jeff Curry (Suz).

50 STK: 1. Chris Lazzaretto (LEM); 2. William Hicks (LEM); 3. Nick Holmberg (LEM); 4. John DeOtis (Yam); 5. Ryan Gilbert (Itj).

250 EX: 1. Jimmy Gaddis (Kaw); 2. Billy Whitley (Kaw); 3. Jeromy Buehl (Suz); 4. Shawn Morgan (Kaw); 5. Grayson Goodman (Hon).

SATURDAY NIGHT

125 EX: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Suz); 3. Greg Rand (Suz); 4. Shawn Morgan (Kaw); 5. Grayson Goodman (Hon).

50 STK: 1. William Hicks (LEM); 2. Nick Holmberg

Dustin Lenaburg topped the 85cc (14-15) and 125cc C classes at the Seattle Amateur SX.

(LEM); 3. Chris Lazzaretto (LEM); 4. John DeOtis (Yam); 5. Justin Pinckard (KTM).

250 EX: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Suz); 3. Greg Rand (Suz); 4. Grayson Goodman (Hon); 5. Shawn Morgan (Kaw).

SUNDAY AMATEUR

50 MOD: 1. Chris Lazzaretto (LEM); 2. Kody Molitor (Yam); 3. Garrett Hojnacki (LEM); 4. Jake Hinds (KTM); 5. Robert Loire (Cob).

65 (7-11): 1. Nick Adams (Kaw); 2. Kurtis McCabe (Kaw); 3. Nathan Broughton (Kaw); 4. Jacob Scholar (Kaw); 5. Mike Klinger (Kaw).

85 (7-11): 1. Kurtis McCabe (Kaw); 2. Mike Klinger (Yam); 3. Jacob Scholar (Yam); 4. Nick Adams (Suz); 5. Jeremy Riesenberg (Hon).

85 (12-13): 1. Jeff Gibson (Kaw); 2. Nick Walsh (Yam); 3. Josh Woods (Kaw); 4. Chad Johnson (Kaw); 5. Brandon Petty (Yam).

85 (14-15): 1. Brandon Bartz (Yam); 2. David Oettel (Suz); 3. Joshua Scholar (Suz); 4. Nicolai Mickelson (Hon); 5. Robby Kuitgen (Yam).

85 BEG (12-15): 1. Brandon Petty (Yam); 2. Billy Miller (Yam); 3. Todd Valley (Yam); 4. Lance Kehr (Suz); 5. Chris Painter (Yam).

85 OPEN: 1. Jeff Gibson (Kaw); 2. Brandon Bartz (Yam); 3. Chad Johnson (Kaw); 4. Nick Walsh (Yam); 5. Jacob Scholar (Suz).

125 B: 1. Todd Walton (Kaw); 2. Jimmy Wilson (Kaw); 3. Chris Schmulbah (Suz); 4. Shane Wenzel (Suz); 5. Chad McDonald (Yam).

125 C: 1. Rusty Phares (Kaw); 2. Cody Marek (Kaw); 3. Rick Smith (Yam); 4. Tyson Klemm (Hon); 5. Jeremy Schmidt (Kaw).

125 D: 1. Eric Kowalik (Yam); 2. Ted Petitgout (Hon); 3. Brian Pinch (Kaw); 4. Jay Fritz (Hon); 5. Thomas Wolf (Kaw).

125 OPEN: 1. Chad McDonald (Yam); 2. Tony Podewils (Suz); 3. Brandon Roberts (Kaw); 4. Chad Liebergen (Hon); 5. Tyson Klemm (Hon).

SCHBY: 1. Nick Wey (Kaw); 2. Nick Walsh (Hon); 3. Josh Woods (Kaw); 4. Eric Kowalik (Yam); 5. Cliff Doughtery (Hon).

250 B: 1. Todd Walton (Kaw); 2. Steve Schmerbach (Kaw); 3. Shane Wenzel (Suz); 4. Chris Schmulbach (Suz); 5. Jimmy Wilson (Kaw).

250 C: 1. Michael Pratt Jr. (Kaw); 2. Jesse Williams (Yam); 3. Rob Erschen (Hon); 4. David Sticket (Yam); 5. Chris Dahl (Hon).

250 D: 1. Albert Burgess (Hon); 2. George Istvanek Jr. (Hon); 3. David Black (Hon); 4. Wayne Moore (Hon); 5. Andy Essary (Hon).

250 OPEN: 1. Michael Pratt Jr. (Kaw); 2. Robert Raduenz (Hon); 3. Carey West (Suz); 4. David Black (Hon); 5. Andy Essary (Hon).

25+: 1. Billy Whitley (Kaw); 2. Roy Nafzger (Kaw); 3. Steve Schmerbach (Kaw); 4. Chris Massa (Hon); 5. Scott Roester (Suz).

30+: 1. Roy Nafzger (Kaw); 2. Eriks Ezerins (Kaw); 3. Robert Raduenz (Hon); 4. Jeff McClain (Yam); 5. Tim Jensen (Hon).

Seattle Amateur Supercross

Lenaburg levels 'em

By Brian Barnes
Photo by Gary Breedlove

SEATTLE, WA, FEB. 4

Oregon native Dusty Lenaburg proved to riders of the Northwest that he and his Suzukis will be a force to reckon with during the 1995 racing season, by posting a pair of convincing main event wins at the Seattle Amateur SX in the Kingdome.

The Hillsboro Honda/Suzuki-sponsored rider made a shambles of both his heat races and main events, leading from nearly start to finish in every moto of the 85cc (14-15) class and the 125cc C division - the biggest class of the day.

Due to a lighter than normal turnout of only 200 riders, the only class needing qualifiers to trim down the field was the 48-rider 125cc group. Both Lenaburg and Jesse Hurst posted victories, followed by Trevor Deyo and Cary Raino, respectively. The main was whittled down to 24 riders.

In the final, Lenaburg pulled a beautiful holeshot to lead the field around turn one with Hurst, Arly Carter, Jim Stein, Deyo and Russ Robbins following. Lenaburg wasted no time in pulling away, just as he had done in his heat, and by the second lap there was no doubt who would score the win. Lenaburg cruised to an easy victory with Hurst settling for the runner-up position. Stein, Carter and Deyo rounded out the top five overall.

The 85cc (14-15) class proved much of the same as Lenaburg easily outdistanced the field in his heat and did likewise in the main event, posting the only two-class victory of the morning. Jeremy Gray used consistency, scoring runner-ups in the heat and main, while Garhett Carter turned his heat-race bad luck into a third-place main event position. Shawn McDougal and Nuria Tranchina were fourth and fifth.

In the competitive 125cc B class, most of the top riders in the region showed up ready to do battle, but only Ryan Terlecki left unscathed from the heat race and main event. Terlecki was forced to fend off the challenges of both Jason Dempsey and Tommy York in the heat race, while only Dempsey was able to match Terlecki's speed in the final, finishing a close runner-up. In the 250cc C class, Susan Smith withheld the advances of both Travis Mullins and Tyler Spencer all moto long in their heat race. But after a strong start in the main, Smith was unable to catch a fleeing Mullins and Jason Parks, who had finished a dismal 19th after problems in his heat race. Smith had all she could handle holding off Mike McCarthey for third.

Todd Hinders once again put in good rides in the dome. Hinders scored the win in a tightly contested 25+ class over Shain Stoner and Brett Delay, and then took third place behind Travis Ross and Tommy York in the 250cc B class.

Canadian Todd Bissenden was the class of the field in the 51cc Autostock division, while Joshua Hill, Skylar Dami and Justin Keeney played knock-down-drag-out for the next three spots. CN

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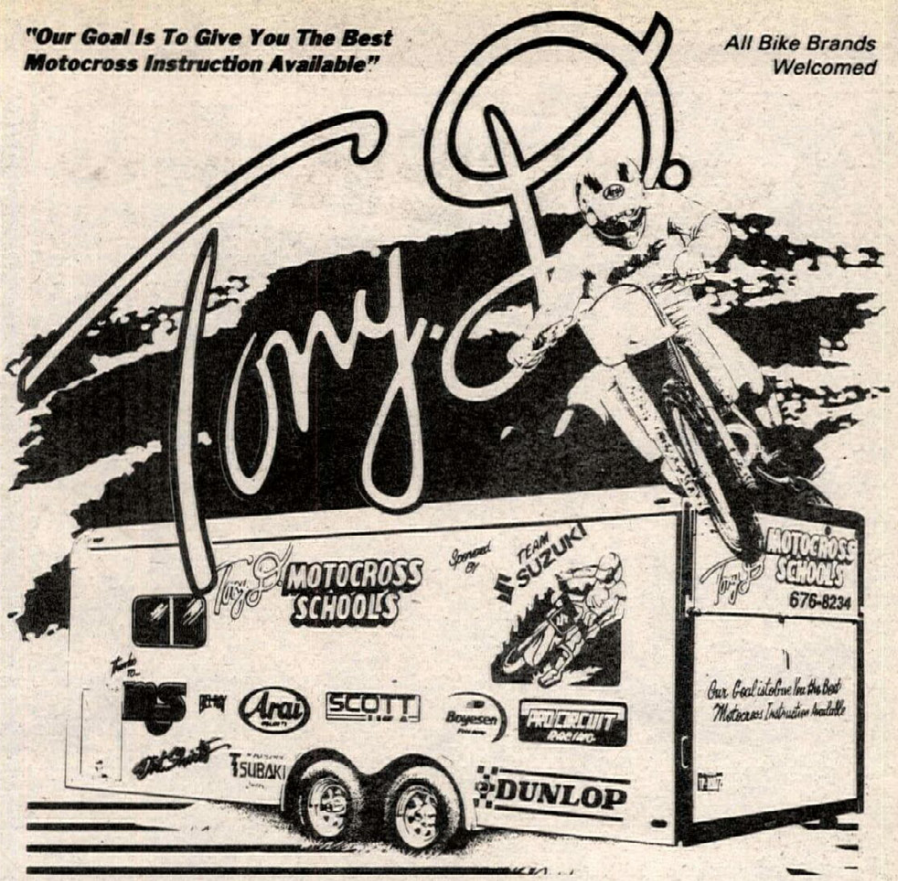

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CITY/STATE	TRACK/EVENT	DATE
Gainesville, Florida	Gatorback MX Park	March 3
Special Guest - Guy Cooper*		
Tyler, Texas	Swan MX Park	March 13
Special Guest - Guy Cooper*		
Elloy, Arizona	Ocottillo Raceway	March 18
Moreno Valley, California	Star West MX Park	March 20
Special Guest - Damon Huffman*		
Rancho Cordova, California	Prairie City-SVRA***	March 27
Washougal, Washington	Washougal MX Park	April 1 & 2
Watkins, Colorado	Watkins Sports Center	April 8
Blountsville, Tennessee	Muddy Creek Raceway	May 22
Special Guest - Guy Cooper*		
Mt. Morris, Pennsylvania	Highpoint Raceway***	May 27
Macon, Georgia	Echeconnee MX Club	June 2 & 3
Seaford, Delaware	Seaford MX (MAMA)	June 9 & 10
Johnstown, Pennsylvania	Pleasure Valley MX Park	June 15 & 16
Special Guest - Guy Cooper*		
Buds Creek, Maryland	Potomac MX Park	June 19
Central Village, Connecticut	Central Village MX Park (NEMA)	June 23-24
Southwick, Massachusetts	MX 338(NESC)	June 26
Millington, Michigan	Baja Acres	June 30
Buchanan, Michigan	Red Bud MX Park	July 3 & 4
Lake Mills, Wisconsin	Aztalan Cycle Park	July 7 & 8
Englishtown, New Jersey	Raceway Park	July 10
Millville, Minnesota	Spring Creek MX Park	July 10 & 11
Troy, Ohio	Kenworthy MX Park	July 17 & 18
Special Guest - Guy Cooper*		
Casey, Illinois	Lincoln Trail Motor Sports	July 20 & 21
Special Guest - Guy Cooper*		
New Berlin, New York	Unadilla Valley Sports Center***	July 23
Clifford, Pennsylvania	Hurricane Hills Sports Center	July 24-27
Hurricane Mills, Tennessee	Loretta Lynn AM Nationals***	August 7-12
Binghampton, New York	Broone-Tioga Sports Center	August 28
Delmont, Pennsylvania	Steel City MX Park***	September 2
Clifford, Pennsylvania	Hurricane Hills Sport Center***	September 10
Englishtown, New Jersey	Raceway Park***	October 1
Gainesville, Florida	Gatorback MX Park***	November 20-21

NOTE: SUBJECT TO CHANGE

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Strong words from the good folks at Dirt Rider; especially since they're the ones who get to ride all the new models.

They won't be disappointed in '95 either: With the same suspension mods made to the KX250, Kawasaki takes box-stock 'perfection' to new highs. And smoother landings.

For more bite in '95, there's a new carb and airbox,reshaped exhaust port, new KIPS valve, and new head for lots more bark in the bottom and mid-range.

And for you 80cc grads who aren't yet big enough for a 125, there's the KX100. Built with the same rad tech that's guided the 125 and 250 to countless wins—stiff, perimeter frame, upside-down fork, etc.—the transition to the bigger bikes is that much easier when you're ready to moto on up.

The new KX125 and KX100—built for winners, by winners.

*February 1994

- Changes to the KIPS exhaust valve, transfer ports, combustion chamber, piston crown, reed valve and ignition mean more power across the rev range, so it's easier to pull away from the competition.
- New 35 mm carb delivers quicker response. Four air vents help the carb vent better over super rough courses so you have the power where you need it, when you need it.
- Keeping the power coming on strong longer is an extra coolant passage on the right of the exhaust port for a more consistent engine temperature.
- We've taken what some call a "perfect" fork and made it better still: A new mid-speed compression valve for a plusher mid-stroke feel. With increased base-valve volume and increased compression, you'll have the advantage of better control, smoother landings, later braking.
- Hauling faster down the straights calls for stronger brakes: You got 'em with new pads at both ends plus a new rear caliper and one-piece mount that's stronger yet lighter.

Get Some Limelight

Mike Kiedrowski, #1 AMA 250cc plate holder in 1994 got his. How? He rides the green bikes, As a four-time AMA national motocross champion, eight year member of Kawasaki's Team Green support program, and four year Team Kawasaki veteran, the "MX Kied" knows a few things—like if you want to get the green stuff, you have to ride the green stuff.

Take the '95 KX250. Mods to the pipe, head, ignition and cylinder increase low- and mid-range power without hurting top end.

Recalibrated front and rear damping plus a revised UNI-TRAK leverage ratio make what is considered the best suspension in motocross even better.

Take a hint from Kiedrowski. Green is a winning color. But only lime green. Kawasaki green.

KX80

Good Times Come in Small Packages

Kawasaki is committed to mini-motocross. The KX60, with its smooth, liquid-cooled power and advanced chassis, is the machine for future champions warming up for the hotly contested 80cc class.

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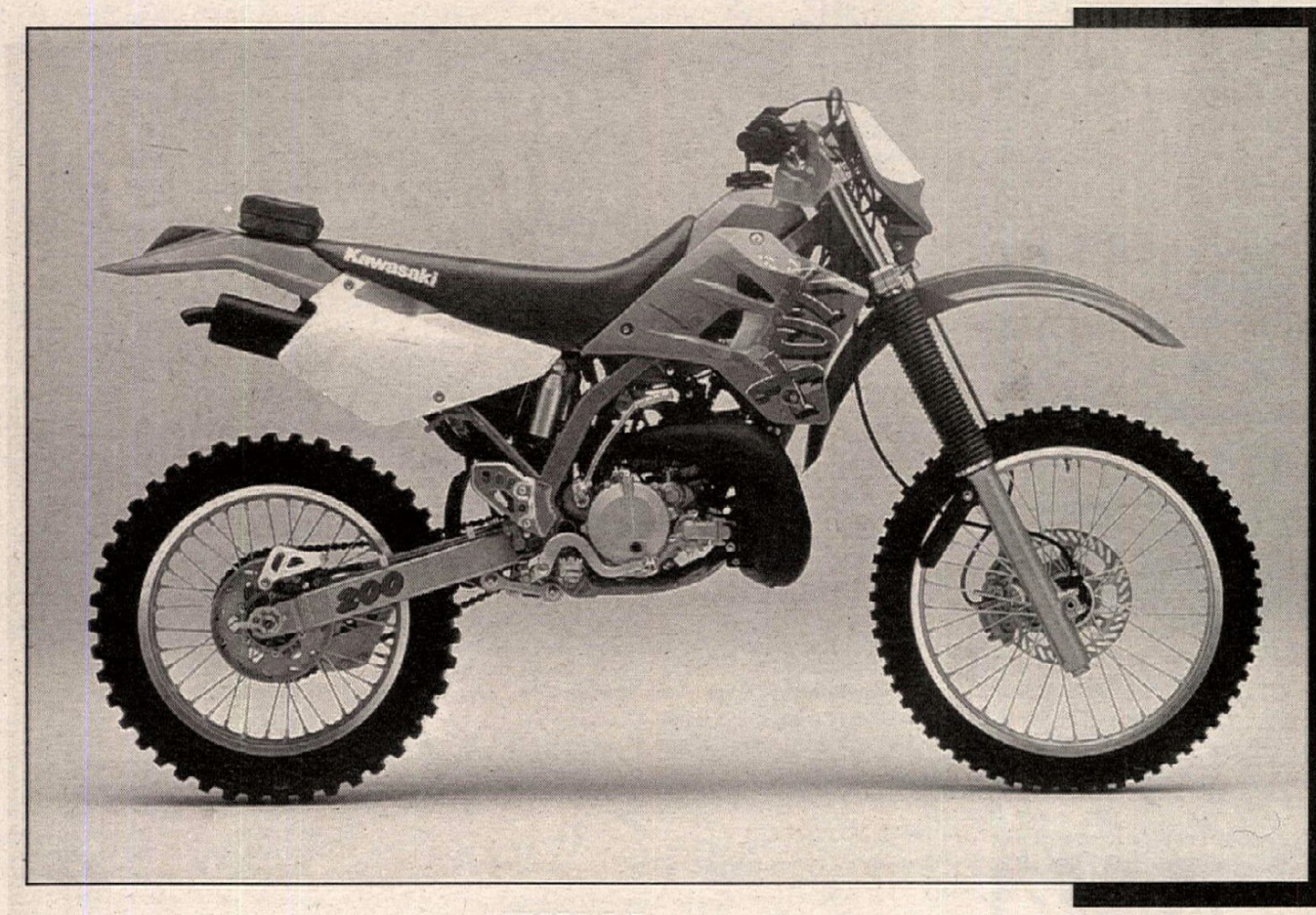
Get your Good Times off to a headstart—on a KX60 or KX80 mini-motocrosser.

Kawasaki ENDURO



Predator

Tired of eating roost? Leap to the top of the food chain with Kawasaki's all-new KDX200.

Seismic performance improvements from the KX-bred powerplant, including new better sealing 3-way KIPS valves, stronger connecting rod, reshaped cylinder, head and pipe, deliver a mind-clearing low-end punch for jumping ahead of the pack.

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KDX200

- With the KX-inspired, high-tensile steel perimeter frame, torsional rigidity is up 30%, so you track straighter. Tighter geometry delivers quick, yet stable handling.
- Increased power and torque from a new 3-way KIPS with a guillotine-slide exhaust valve for better sealing, more power and stronger low-end torque.
- Dealing with the added power required a stronger, rebalanced crank for a smoother delivery, a heat-treated con-rod, larger clutch, extra cylinder-head frame mount, larger radiators and stronger water pump seal.
- Weight-saving all-aluminum upper and lower triple clamps secure the 43 mm conventional cartridge fork.
- Improved front and rear brakes. 18-inch rear wheel. Aluminum rims. Straight-pull spokes.
- Team Green™ helps you win—with a helping hand in the woods, newsletters that include tech tips, and contingency money. Ask one of over 400 Team Green dealers how you can get assistance.

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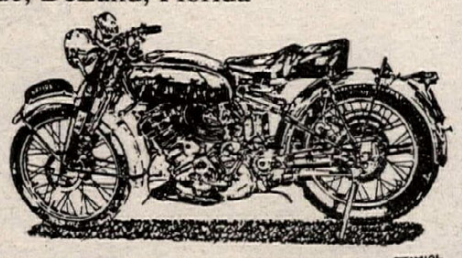

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EVENTS

Randy Powell (27) overtook Waylon Weeks (98) for the 25+ overall win at the TNT Supercross in Carlton, Georgia.

Results

125 C: 1. Dustin Lenaburg (Suz); 2. Jesse Hurst (Hon); 3. Jim Stein (Hon).
85 (7-11): 1. Donnie Wolfe (Yam); 2. Tyler Fick (Suz); 3. Ryan Bissenden (Hon).
125 B: 1. Ryan Terlecki (Suz); 2. Jason Dempsey (Kaw); 3. Travis Ross (Hon).
250 C: 1. Travis Mullins (Suz); 2. Jason Parks (Hon); 3. Susan Smith (Hon).
65: 1. Brandon Layton (Kaw); 2. Tyler Fick (Kaw); 3. Dale Ainlie (Kaw).
11 + 25: 1. Todd Hinders (Hon); 2. Shain Stoner (Kaw); 3. Brent Delay (Hon).
125 YTH (12-15): 1. Tommy York (Hon); 2. Jesse Hurst (Hon); 3. Chris Church (Yam).
12 + 30: 1. Reid Goldmann (Hon); 2. Paul Grazioli (Hon); 3. Steven Hills.
500 NOV B/C: 1. Doug Jenkins (Hon); 2. Tom Lansford (Hon); 3. Todd A. Gibson (ATK).
85 (12-13): 1. Mike Corder (Yam); 2. Nick Dunn (Yam); 3. Rodney Spangler (Yam).
250 B: 1. Travis Ross (Hon); 2. Tommy York (Hon); 3. Todd Hinders (Hon).
85 (12-13): 1. Dustin Lenaburg (Suz); 2. Jeremy Gray (Suz); 3. Garhett Carter (Yam).
13 + 35: 1. Ted DeVol (Yam); 2. Reid Goldmann (Hon); 3. George Smith (Yam).
14 + 40: 1. Gary Roestel (Hon); 2. Tom Lansford (KTM); 3. Dave Davis (Yam).
51 AUTO: 1. Todd Bissenden (Yam); 2. Joshua Ross Hill (KTM); 3. Skylar Dami (KTM).

Button sews up Canyon MX

By Kathy Drew

PEORIA, AZ, JAN. 28
Jimmy Button won both Pro motos at Canyon Raceway's opening race of the Saguaro Classic series. Allowing Duane Benner to take the holeshot, he stayed close and made his passing move in the second lap just before the Suicide jump in the middle of the course. After the third lap, Button closed to an easy victory and showed the local racers a lot of stylish riding, especially over Suicide. Button is on his way to Europe to ride for an Italian Honda squad, but says he'll be back to ride Canyon. Benner finished second, followed by Billy Carlson, Rick Nagle and Greg Worster.

In 125cc Novice action, Phillip Curry of Cottonwood took the first-place trophy after getting second in the first moto and first in the second moto. Scott Buckley led the pack of 80cc Beginners from beginning to end in both motos. Close behind him, Chris Moore worked the track well and kept third-place rider Brandon Haag in his dust. In the Vet Amateur class, Dave Goodman took first-place honors with Mark Anderson close behind in second.

Results

PRO: 1. Jimmy Button; 2. Duane Benner; 3. Billy Carlson; 4. Rick Nagle; 5. Greg Wurster.
VET AM: 1. Dave Goodman; 2. Mark, Anderson; 3. Jason Schroeder; 4. Greg Johnson; 5. Brian Gerblick.
125 INTL: 1. Jeff Landis.
125 NOV: 1. Philip Curry; 2. Jason Smith; 3. Aaron Smith; 4. Rich Drew; 5. Josh Wagner.
125 BEG: 1. Mark Teason; 2. Adam Howard; 3. J. Schneider; 4. Matt Currie; 5. Dave Pugh.
250/500 BEG: 1. B. Jablonsky; 2. S. Mason.
250 NOV: 1. Jim Lewallen; 2. B. Van Meers; 3. Jason Bigelow; 4. Gordie Lockwood; 5. D. Robinette.
80 BEG: 1. Scott Buckley; 2. Chris Moore; 3. Brandon Haag; 4. Drew Bowers; 5. Taffah Johnson.
80 NOV: 1. Matt Earls.
60 INT: 1. Billy Swapp.
P/W: 1. Joseph Moore; 2. Tyler Johnson; 3. Austin Adams; 4. B. Bruner; 5. Craig Moore.

Hamby hot at T-N-T SX

By Gary Crider

CARLTON, GA, JAN. 22
Toby Hamby came out of the pack to post the winning score in 125cc Amateur racing in the season's opening event at T-N-T Supercross, while Randy Powell shook off all challenges to win the 25+ division with a perfect score.

Hamby showed the way at the start of the first 125cc Amateur moto but stalled his Yamaha during the second lap, dropping back to fifth spot. Scott Hollars inherited the point position and held on until the late going when Greg Armour got by and claimed the moto win. Meanwhile, Hamby worked back up to a third-place finish.

Moto two saw Hamby's American Teens teammate Tony Wright grab the holeshot while Hamby got a slow start. Hamby made steady progress through the pack and, on the final lap, he went by Wright for the moto win and top honors. Hollars' 2-3 tally edged out Armour's 1-4 finishes in a tied score for second overall. Wright's 7-2 was good for fifth place.

Randy Powell shook off an early challenge from Waylon Weeks in the early moments of the first 25+ moto but Powell pulled ahead and won with a comfortable margin over Weeks. Powell and Weeks shared the holeshot again at the start of moto two but Weeks crashed in the first turn, leaving Powell out front for an easy moto win and perfect score. During the final laps, Calvin Brown closed on Reggie Starrett for a battle over second spot. Brown got by on the last lap to finish second over Starrett and Weeks. The result was a three-way points tie for runner-up, with Brown on top via his 4-2. Starrett was third with 3-3 finishes over Weeks' 2-4.

Results

JR MINI: 1. Dwayne Mitchell (Kaw); 2. Matt Mitchell (Hon); 3. Nick Daniel (Kaw); 4. Tray Robin (Hon); 5. D.J. Daniel (Kaw).
SR MINI: 1. Robert Chambers (Kaw); 2. Josh Gary (Kaw); 3. Keith Graham (Kaw); 4. Dwayne Mitchell (Kaw); 5. John Brown (Kaw).
125 AM: 1. Toby Hamby (Yam); 2. Scott Hollars (Kaw); 3. Greg Armour (Hon); 4. Bill Pritchett (Kaw); 5. Tony Wright (Yam).
250 AM: 1. Phillip Hayes (Suz); 2. Ricky Wood (Yam); 3. Jeffrey Jewell (Hon).
25+: 1. Randy Powell (Yam); 2. Calvin Brown (Suz); 3. Reggie Starrett (Kaw); 4. Waylon Weeks (Hon); 5. Jeffrey Jewell (Hon).
SPECIAL OPEN: 1. Doug Allen (Hon).

Foster fastest at Firebird Road Race opener

By Michael Ross

CHANDLER, AZ, JAN. 28-29
Mark Foster broke the track record at Firebird International Raceway Sunday while dialing in his new TZ250 Yamaha during the season opener for the CCS sprint series. Foster destroyed the old record of 1:12.12 with a staggering 1:10.93. It's not often that someone brags in the pits before the race that he is going to break the track record and then actually goes out and does it. In fact, when Foster broke the record the first time during the Lightweight GP race with a 1:11.46, referee Tommy Dahl radioed to the race director "not to worry about verifying it because he is going to do it again in the Unlimited GP race."

True to his word, the soft-spoken Foster started the first of the 18-lap Unlimited GP race in fifth, quickly moving past Dax Snow, Anthony Johnson and Stu Morrison before finally set-

ting his sights on John Hilton. Foster took the lead from Hilton during lap six.

On the next lap, Foster had a clear track ahead of him and that was all he needed to lay down the fastest motorcycle lap ever at Firebird. Foster then backed off to a conservative pace in the low 13s to keep Hilton behind him and win the race.

"I found some time in the quick right/left combination in the infield by running over the gator bumps," Foster said after the race. "The tire went off way sooner than I thought it would, even though it only had one race on it. I think with a fresh tire I could squeeze a little more time out of her."

Foster's job was made easier by the fact that second-place finisher Hilton was hurting from a bad get-off in the Middleweight Supersport race when he got into turn one too deep and missed the apex. That miscue sent the affable racer into the hay bales while his bike somersaulted into the air. Hilton was lucky to end up with only a badly bruised right forearm, wrist and knee. Middleweight ace Stu Morrison went on to win that race by ten seconds over Chris Taylor.

Dale Kieffer, the newly crowned CCS Southwest champ, won the GTO race after John Burgoyne crashed out and then took Solo GTU after a racelong dice with Stu Morrison. Kieffer declined staying for Sunday's sprints, saying he had to get back to Las Vegas to prepare for upcoming WERA Nationals.

Results

U/L SS: 1. Anthony Jackson (Suz); 2. Ben Welch (Yam); 3. Mike McIntyre (Yam); 4. Dax Snow (Suz); 5. James Cox (Yam).

H/W SS EX: 1. Ben Welch (Yam); 2. Dax Snow (Suz); 3. Jason Collins (Kaw); 4. James Cox (Yam); 5. Matt Cusumaro (Suz).

H/W SS AM: 1.Chris Blockston (Kaw); 2. Mark Ledesma (Hon); 3. Marc Luedecke (Suz); 4. Cheyenne Krel (Yam); 5. James Dougan (Hon).

M/W SS EX: 1. Stu Morrison (Hon); 2. Chris Taylor (Hon); 3. Rick Stratton (Hon); 4. James Cox (Yam); 5. Terry Wadkins (Hon).

M /W SS AM: 1. Mark Ledesma (Hon); 2. James Dougan (Hon); 3. Joseph Demko (Hon); 4. Jason Lariez (Hon); 5. Emilio Hernandez (Hon).

L/W SS EX: 1. Jeff Leonard (Yam); 2. David Stansel (Kaw); 3. Leonard Kirshner (Yam).

L/W SS AM: 1. Joseph Demko (Yam); 2. David Ling (Kaw).

H/W S/BK EX: 1. John Hilton (Hon); 2. Stu Morrison (Hon); 3. Ben Welch (Yam); 4. Tony Mathews (Hon); 5. A.J. Ammann (Yam).

H/W S/BK AM: 1. Chris Blockston (Kaw); 2. Marc Luedecke (Suz); 3. Cheyenne Krel (Yam); 4. William Rueth (Yam).

M/W S/BK EX: 1. Stu Morrison (Hon); 2. Tony Mathews (Hon); 3. Harold Winkles (Hon); 4. Terry McIntyre (Yam); 5. Scott Villock (Hon).

M/W S/BK AM: 1. Joseph Demko (Hon); 2. Emilio Hernandez (Hon); 3. Pat Targioni (Hon); 4. Adam Charney (Hon).

L/W S/BK EX: 1. Dave Koskinen (Yam); 2. Jeff Leonard (Yam); 3. John Brooks (Hon); 4. Peter Roalofs (Kaw); 5. Michael Hoppe (Yam).

L/W S/BK AM: 1. Gerald Reeves (Kaw); 2. Paul Cottrell (Kaw); 3. Joseph Demko (Yam).

U/L GP: 1. Mark Foster (Yam); 2. John Hilton (Hon); 3. Stu Morrison (Hon); 4. Anthony Johnson (Suz); 5. Tony Mathews (Hon).

M/W GP EX: 1. Mark Foster (Yam); 2. John Hilton (Hon); 3. Rick Stratton (Hon); 4. Harold Winkles (Hon); 5. Terry Wadkins (Hon).

M/W GP AM: 1. Joseph Demko (Hon); 2. Pat Targioni (Hon); 3. Lee Dawson (Hon); 4. Roger Light (Yam); 5. Miles Smith (Hon).

L/W GP EX: 1. Dave Koskinen (Yam); 2. Jeff Leonard (Yam); 3. John Brooks (Hon); 4. Leonard Kirshner (Yam); 5. Jerry Tobin (Hon).

L/W GP AM: 1. Andrew Ahafer (Yam); 2. Joseph Demko (Yam); 3. David Slanczka (Hon); 4. Gerald Reeves (Kaw).

H/W S/TW EX: 1. John Hilton (Duc); 2. Tom Hull (Duc); 3. Sam Wagenseller (Hon); 4. Jerry Jirkovsky (Kaw).

H/W S/TW AM: 1. Tony Miranda (Hon); 2. Vinnie Manaktala (Hon).

L/W S/TW EX: 1. Roger Heemsbergen (Hon); 2. David Hull (Duc); 3. Sam Wagenseller (Hon).

L/W S/TW AM: 1. Gerald Reeves (Kaw); 2. Tony Miranda (Hon); 3. Vinnie Manaktala (Hon); 4. Paul Cottrell (Kaw).

U.S. TWSPTS: 1. Matt Wait (H-D); 2. Matthew Guidera (H-D).

SPTSMN EX: 1. John Brooks (Hon); 2. Jerry Jirkovsky (Kaw); 3. David Park (Kaw).

SPTSMN AM: 1. Virginia Rueth (Yam); 2. Kieth Nicholls (Kaw).

SOLO GTO EX: 1. Dale Kieffer (Hon); 2. Anthony Jackson (Suz); 3. Ben Welch (Yam); 4. Dax Snow (Suz); 5. Terry McIntyre (Yam).

SOLO GTO AM: 1. Chris Blockston (Kaw); 2. Marc Luedecke (Suz); 3. John Ball (Hon); 4. Brian Poulson (Suz); 5. Caleb Montoya (Hon).

SOLO GTU EX: 1. Dale Kieffer (Hon); 2. Stu Morrison (Hon); 3. Tony Mathews (Hon); 4. Terry McIntyre (Yam); 5. Terry Wadkins (Hon).

SOLO GTU AM: 1. Mark Ledesma (Hon); 2. Joseph Demko (Hon); 3. Bruce Stodola (Yam); 4. Terry Kraus (Hon).

Hagan whipped 'em

By Tony Tellier

PHOENIX, AZ, FEB. 4

Cliff Hagan was recently presented the 1994 Overall Motorcycle Championship crown by Whiplash Motorsports. The Arizona racing organization held its awards ceremony and banquet on a pleasant Saturday evening in Phoenix as the 1994 champions and almost-champs were feted by their peers, foes and families.

Baja racer Hagan, on his nasty 628cc Honda, was always a top five overall finisher in this seven-race desert series. On the way to the crown, Cliff decimated the Four-Stroke class over Doug McDonald and Dave Parsons.

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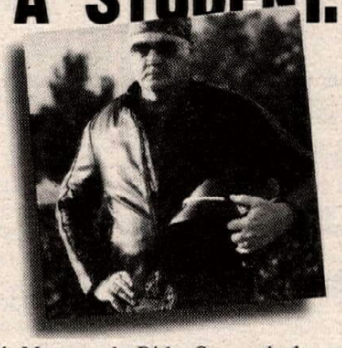

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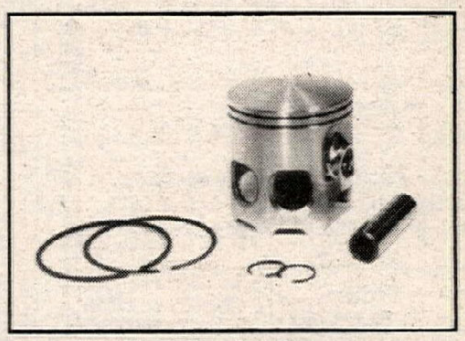

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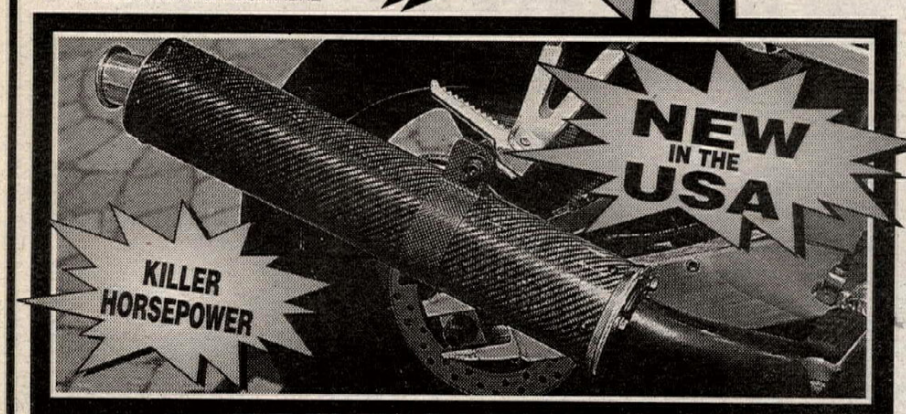

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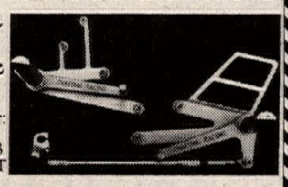

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Jason Larson (44) defeated Joe Tromberg (11) for the Open B win at the Centerville Lake ice race.

Doug and Dave were almost tied for second place, but McDonald was on top by three points (out of 234). Not only did Hagan race Whiplash events all year, he helped the promoter lay out the San Manuel GP. On the day after, Cliff finished second in Class 30 at SCORE's Baja 1000. Son Billy Hagan won the little squirt class - 60/80cc, 10 years and younger.

Open motorcycle champion Vic Encinas was back a few clicks in second overall. Vic might have been a shade closer if he had not taken a major position-losing tumble at Snowflake.

The Class 30 champ Terry Fritz edged out Gwin Vaughan by virtue of Gwin's rare DNF in October. Always a top overall finisher, Vaughan bounced back from a collection of broken bones suffered at Gila Bend to win at Sonoyta and collect the second-place trophy.

Professional pinstriper Tom Schmid squeaked by the venerable Big Joe Prosser in the over-50 bracket. Joe rides them all, including the cactus-studded Arizona Trail Riders National Enduro held outside Wickenburg in late February. Tom, a longtime District 37 racer transplanted to Arizona, runs hard with people half - well, two-thirds his age. He plans on contesting the SCORE three-race Baja series with a group of Arizona geezers.

Results

Final Standings
O/A: 1. Cliff Hagen.
OPEN: 1. Vic Encinas.
250: 1. Rick Adair.
125: 1. Jason Maffey.
4-STRK: 1. Cliff Hagen.
30+: 1. Terry Fritz.
40+: 1. Bob Cunningham.
50+: 1. Tom Schmid.
WMN: 1. Kelly Yancey.
80 (14+): 1. Tom McFadden.
80 (11-13): 1. Joe Robichaux.
80 BEG: 1. Brian Scott.
60/80 (10-): 1. Bill Hagan.

Tromberg, Larson seize Centerville Ice

By Tim McBride

CENTERVILLE, MN. FEB. 5

John Larson's season-long winning streak in the Vet 30+ and Open B classes finally came to an end at the hands of two different, albeit very capable, riders, as the Waterworks Beachclub Lounge hosted the fourth Dirt Track Riders Association Ice Race of the season on Centerville Lake.

The Vet 30+ class saw a fresh face in the winner's circle in the form of Martha's Ice Racing team member Joe Tromberg. At the start of the main event, holeshot ace Mark Deal led a tight pack of contenders that included Tromberg, John Larson, Jeff Milbrandt and Mike Tehro. For three laps Deal remained in control before being passed by Tromberg on the back chute. Tromberg then opened up a comfortable margin on his way to the checkered flag to score the upset. In a last-chance effort, Larson muscled his way past Deal on the final lap to score the runner-up position. Milbrandt and Tehro finished fourth and fifth, respectively.

In the Open B class it was John Larson's son Jason Larson scoring the surprise victory. Jason Larson nailed a perfect holeshot at the start of the main event and quickly assumed a commanding lead. John Larson, Jeff Milbrandt, Deal, Tromberg and the rest of the 12-rider field gave chase. As the laps ticked away, the race order continue to shuffle until Tromberg pulled into second place just after the halfway point. Tromberg began to slowly chop away at Jason's lead with every succeeding lap, but came up a wheel's length short of the 17-year-old speedster at the fall of the checkered flag. Race winner Jason (who coincidentally carded his third successive 250cc B class victory earlier in the afternoon) explained his presence in the Open B class after the race: "My dad told me if I wanted to ride with him in the class it would be fine, so I went for it." Little did anybody know he would be the class of the field. John Larson, Milbrandt and Deal rounded out the top five positions.

Results

OPEN B: 1. Jason Larson (Hon); 2. Joe Tromberg (Hon); 3. John Larson (KTM); 4. Jeff Milbrandt (KTM); 5. Mark Deal (Hon).

250 B: 1. Jason Larson (Hon); 2. Darren Chelin (Yam); 3. Jerry Lindvall (Suz); 4. Troy Johnson (KTM); 5. Andy Nelson (KTM).

VET 30+: 1. Joe Tromberg (Hon); 2. John Larson (KTM); 3. Mark Deal (Hon); 4. Jeff Milbrandt (KTM); 5. Mike Tehro (Hon).

STK FRAME: 1. Jay Tromberg (Yam); 2. Phil Lambrecht (Yam); 3. Rinehold Schmedly (BSA).

NOV: 1. Craig Olson (Hon); 2. Bruce Sampson (Hon); 3. Todd Lind (KTM); 4. Todd Berg (Kaw); 5. John Ohman (Yam).

80: 1. Adam Deal (Yam); 2. Adam Henrichs (Hon).

50: 1. Cody Swenson (Yam); 2. Travis Henrichs (Yam); 3. Shawn Burr (Yam); 4. Randy DiBatola (Yam); 5. Kelcie Young (Yam).

Williams walks away at Sunrise Motocross

By Kyle C. Parsons

ADELANTO, CA, FEB. 11

Greg Williams defied the odds at the first "No Membership Required" Over The Hill Gang race ever at Sunrise Cycle Park in Adelanto.

As the gate dropped for the first Novice race of the day, a 30-rider field consisting of mostly 250s charged for the first turn with Dan Bernardino, Dan Smith, Rob Ruder and David Ward leading the way. As the pack came around for the first lap, a bobble by Smith allowed Ruder, Ward and Ray Brown to get around, dropping Smith to fifth. The start of the second lap saw Ward go down, handing third position to Brown. While the action up front was hot and heavy, Greg Williams, Mark Granberg, John Curren and Tim Kelly were mounting fierce, LaRocco-style come-from-behind charges. Hindered by a poor start, Williams' very potent 125 had reeled in Brown and Smith by the halfway point, with Granberg in hot pursuit. Williams and Granberg passed the fourth- and fifth-place riders and had reeled in the front-runners. With five laps remaining, Williams and Granberg made their move, getting by Ruder and Bernardino for the top two positions. Ruder was able to pass Bernardino for third.

The second moto saw Bernardino pull another holeshot with Ray Brown in tow. Randy Dryer, a victim of a first-turn crash in the first moto, Steve Avedissian and Greg Whitfield were in hot pursuit of the front-runners. Williams was nowhere to be seen.

As the moto entered the fifth lap, Bernardino went down, leaving a tired Brown to fend off hard-chargers Dryer and Avedissian. Back in the pack, Williams was riding at a furious pace, quickly reeling in the leaders. As Dryer made the move past Brown, Avedissian followed with Whitfield and Williams disposing of Brown on the following lap. It was evident that Williams was up to the task, but did he have the time? Dryer and Avedissian had distanced themselves from the rest of the pack and Whitfield found additional motivation as the 125cc scream of his pursuer came closer and closer. The battle between Whitfield and Williams had allowed a hard-charging Curren to close. Hindered by a

midpack start, Curren had gotten by 10 riders to challenge for the top four positions. Dryer came across the line to receive the checkered with Avedissian a distant second. Whitfield bested Williams, leaving a tired Curren to settle for fifth.

Results

BEG: 1. Bob Breach; 2. Steve Matson; 3. Robert Stutzman; 4. Tag Gasparian.

NOV: 1. Greg Williams; 2. Randy Dryer; 3. Steve Avedissian; 4. John Curren.

INT: 1. Dennis Stubblefield; 2. Mark Pledger; 3. Bill Carr; Mike Brinkley.

EX: 1. Gary Sherohman; 2. Joe Crouch; 3. Brian Allen; 4. Doug Yarnell.

PRO: 1. Mike Bosworth.

Riddle stumps 'em at Calsonic Motocross

By Bart Wilber

SHELBYVILLE, TN, JAN. 28-29

Nearly 300 entrants decided to spend their Superbowl weekend in the Calsonic Arena, racing motorcycles in a facility that usually hosts horse shows. Sloan's Honda/Yamaha/Suzuki puts on the largest indoor race of the year, bringing many of the East Coast riders by offering a $6000 purse to the Pro class.

Few classes were dominated to the extent that Ben Riddle handled the Junior and Senior Mini divisions. Riddle had an easy time with his qualifying heats, leaving the competition behind in all of his races except one. In the other, Riddle started sixth out of 15, retaining his position as the field sorted itself out on lap one. He bided his time until easily making the passes to take the lead through a set of whoops that he had thoroughly mastered.

Saturday's 125cc Pro division saw plenty of shuffling going on behind the leader. Shane Templeton took the lead at the drop of the gate and was never challenged through the entire seven laps. Bill Wallen filled in the second spot after it was all over.

The Canadian Wallen led the 250cc A feature off the line, only to be passed by Billy Liles. Liles was tripling a set of jumps that no one else could clear, pleasing the 5000 fans that were on hand. Third place was picked up by Eddie Smiley.

Sunday's 125cc race was totally different, as Templeton got a fourth-place start. Phillip Myers started third and made quick work to second, with Templeton following. Leader Trent Hansen stayed out front until the seventh lap, when he slid out and allowed Templeton by. Myers ran second for several laps until going down and losing several spots, but he recovered and climbed back to third.

In the 250cc division, Mike Morris took the lead from the start, followed by the ever-present Templeton. Liles and Mike Nutter were in the top four. With 29-second lap times and just seven laps, there wasn't much time for passing, and Morris took the win.

While he didn't score a win, Phillip Morris was the talk of the 125 and 250cc Pro divisions. In his Pro debut, he was able to not only qualify for the main in both classes on both days, but even turn in a third-place finish.

Saturday

50 (4-6): 1. Patrick Gabehart (Iti); 2. Chase Beck (KTM); 3. Justin Sipes (Itj); 4. Daniel Maxam (KTM); 5. Kassic Wilks (Yam).

50 (7-8): 1. Tyler Grubb (LEM); 2. Zachary Marshall (LEM); 3. Patrick Gabehart (Itj); 4. Jake Posey (LEM); 5. Ross Pruitt (LEM).

60 (7-11): 1. Kevin Stone (Kaw); 2. Thomas Sipes (Kaw); 3. Hutch Lee (Kaw); 4. Justin Whatley (Kaw); 5. Jeffrey Fields (Kaw).

JR MINI: 1. Ben Riddle (Kaw); 2. William Watford (Suz); 3. Tyler Burnette (Yam); 4. Kevin Stone (Kaw); 5. Justin Whatley (Hon).

SR MINI: 1. Jeff Burnett (Kaw); 2. Kelly Taylor (Yam); 3. Anthony Nash (Hon); 4. Nicholas Buchholz (Yam); 4. Daniel Heater (Kaw).

S/MINI: 1. Ben Riddle (Kaw); 2. Chris Mowery (Yam); 3. Kelly Taylor (Yam); 4. Nicholas Buchholz (Yam); 5. Travis Reagan (Kaw).

125 D: 1. Wayne Carr (Hon); 2. Eddie Proffitt (Kaw); 3. Eric Smith (Yam); 4. Scott Wilbum (Kaw); 5. James Bailey (Hon).

125 C: 1. Steve Anneshansley (Hon); 2. Roy Dennie (Hon); 3. John Erwin (Suz); 4. Michael Baxter (Kaw); 5. Timmy Morrison (Kaw).

125 C: 1. Robert Goldson (Hon); 2. Nick Turner (Suz); 3. Brian Young (Kaw); 4. Buddy Brooks (Suz); 5. Barry Stanley (Kaw).

125 B: 1. Cary Morris (Hon); 2. Jason Perry (Suz); 3. Chris Bault (Suz); 4. John Litton (Yam); 5. Shane Fox (Suz).

125 A: 1. Shane Templeton (Suz); 2. Bill Wallen (Kaw); 3. Jimmy Briggs (Hon); 4. Rod Marshall (Suz); 5. Mike Nutter (Yam).

250 D: 1. Roy Dennie (Hon); 2. Steve Anneshansley (Hon); 3. Justin Pewitt (Hon); 4. William Gruwell (Yam); 5. Joseph Brown (Suz).

250 C: 1. Tim Polston (Hon); 2. Mike Clark (Yam); 3. Jeff Blair (Suz); 4. Ricky Williams (Hon); 5. Chris Neal (Kaw).

250 B: 1. Carry Morris (Hon); 2. Frankie Mullinay (Hon); 3. Chris Brocious (Kaw); 4. Randall Rowe (Hon); 5. Brian Ledford (Hon).

250 A: 1. Bill Wallen (Kaw); 2. Billy Liles (Suz); 3. Eddie Smiley (Kaw); 4. Trent Hansen (Hon); 5. Phillip Myers (Kaw).

25+: 1. Mike Morris (Kaw); 2. Randall Rowe (Hon); 3. Tim Polston (Hon); 4. John Dixon (Suz); 5. Robert Patterson (Suz).

30+: 1. Billy Liles (Suz); 2. Jere Pope (Kaw); 3. William Collins (Hon); 4. Rick Wright (Hon); 5. Robert Peny (Suz).

U/L: 1. Jake Morris (Yam); 2. Jimmy Brooks (Suz); 3. Chris Bault (Suz); 4. Jason Perry (Suz); 5. Brian McDonald (Hon).

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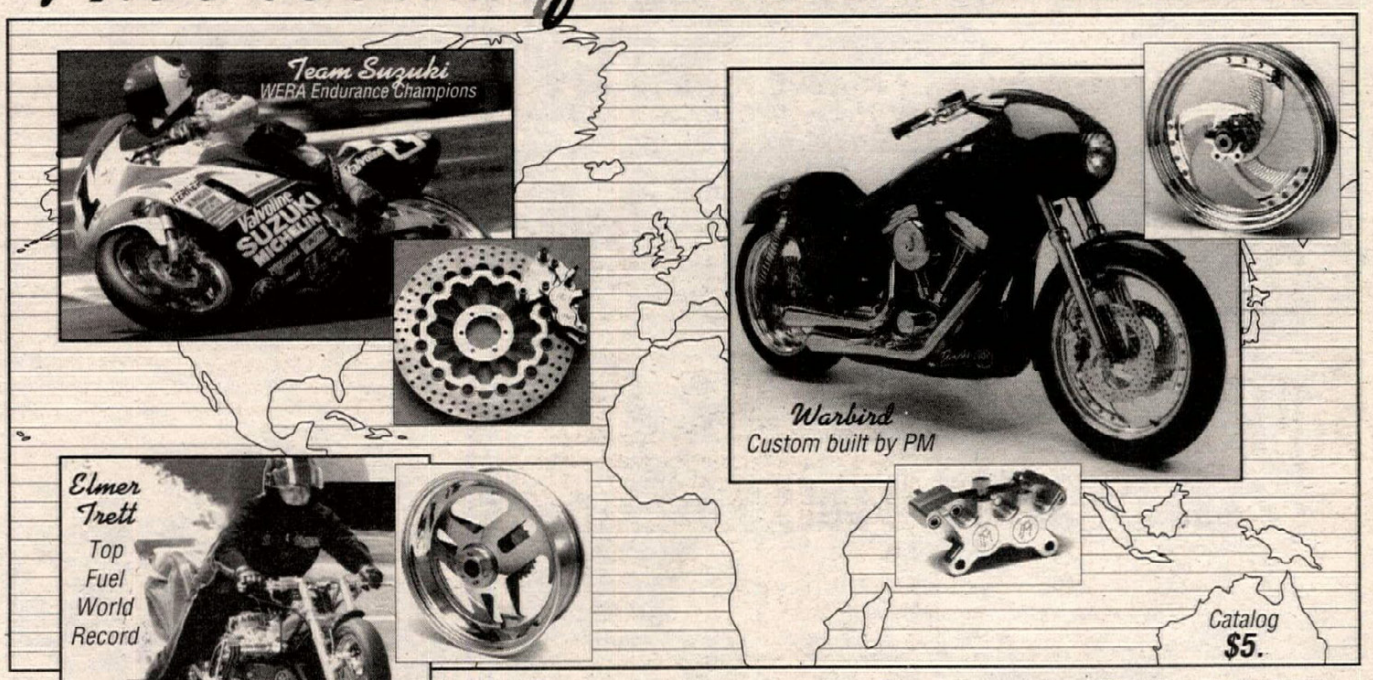

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EVENTS

Sunday

50 (4-6): 1. Patrick Gabehart (Itj); 2. Logan Bell (KTM); 3. Justin Sipes (Itj); 4. Buddy Biagi (Yam); 5. Chase Beck (KTM).

50 (7-8): 1. Tyler Grumble (LEM); 2. Zachary Marshall (LEM); 3. Cody King (Yam); 4. Chase Beck (KTM); 5. Chance Lewis (Yam).

60: 1. Kevin Stone (Kaw); 2. Shawn Clark (Kaw); 3. Jeffery Fields (Kaw); 4. Bradley Ripple (Kaw); 5. Hutch Lee (Kaw).

JR MINI: 1. Ben Riddle (Kaw); 2. Jason Bault (Suz); 3. Justin Whatley (Hon); 4. Kevin Stone (Kaw); 5. Tyler Burnette (Yam).

SR MINI: 1. Kelley Tayler (Yam); 2. James Garrett (Kaw); 3. Chris Mowery (Yam); 4. Anthony Nash (Hon); 5. Travis Regan (Kaw).

S/MINI: 1. Ben Riddle (Kaw); 2. Kelley Tayler (Yam); 3. James Garrett (Kaw); 4. Anthony Nash (Hon); 5. Travis Regan (Kaw).

125 D: 1. Michael Baxter (Kaw); 2. Roy Dennie (Hon); 3. Steve Anneshansley (Hon); 4. Timmy Morrison (Kaw); 5. Troy McMasters (Suz).

125 C: 1. John Robertson (Hon); 2. Robert Goldson (Hon); 3. Walter Allen (Kaw); 4. Nick Turner (Suz); 5. Buddy Brooks (Suz).

125 B: 1. John Lytton (Yam); 2. Jimmy Brooks (Suz); 3. Chris Bault (Suz); 4. Jason Perry (Suz).

125 A: 1. Shane Templeton (Suz); 2. Trent Hansen (Hon); 3. Phillip Myers (Kaw); 4. Jimmey Briggs (Hon); 5. Rod Marshall (Suz).

250 D: 1. Roy Dennie (Hon); 2. Steve Anneshansley (Hon); 3. Darrel Bigham (Suz); 4. Wayne Morgan (Hon); 5. Brian Williams (Kaw).

250 C: 1. Scott Mineyard (Hon); 2. James Kemp (Yam); 3. Derek Smith (Suz); 4. Ricky Williams (Hon); 5. Stacy Dichuson (Yam).

250 B: 1. Frankie Millnax (Hon); 2. Chris Brocious (Kaw); 3. Shan Fox (Suz); 4. Randall Rowe (Kaw); 5. Mark Young (Kaw).

250 A: 1. Mike Morris (Kaw); 2. Shane Templeton (Suz); 3. Billy Liles (Suz); 4. Mike Nutter (Yam); 5. Phillip Myers (Kaw).

25+: 1. Randall Rowe (Hon); 2. Brian Justice (Suz); 3. Rick Wright (Hon); 4. Michael Baxter (Kaw); 5. Sandy Davis (Suz).

30+: 1. Rick Wright (Hon); 2. Billy Scoggins (Suz); 3. William Collins (Hon); 4. Robert Peny (Suz); 5. Rick Barr (Kaw).

U/L: 1. Jimmy Brooks (Suz); 2. Chris Baullt (Suz); 3. Kurt Sims (Kaw); 4. Jason Perry (Suz); 5. Glen Hoffman (Kaw).

District 17 awards banquet a success

By Bob Bicking

OTTAWA, IL, JAN. 28

Over 400 motorcycle enthusiasts in all branches of the sport gathered at Pitstick's Pavilion for the annual AMA District 17 awards banquet. Over 200 jackets were given to top finishers, and good selection of door prizes were presented by Master of Ceremonies Bill Holt. After all the awards were given out, everyone enjoyed dancing to the music provided by Music Master Entertainment.

The district donated half of its 50/50 drawing to the family of Ken Wright, a hare scrambles racer killed in a racing accident last fall. Jay Hall won the drawing and donated that half to Wright's family as well.

Bill Maxey, the AMA Off-Road Congress delegate was presented the AMA Most Valuable Person Award for his 25 years of service on the congress.

Aside from receiving recognition for service, the District 17 officers and their families also continued to be active in motorcycle racing and won their share of competition awards. Jason Northrup won the 200cc Hillclimb class championship and finished respectably in two others. Greg Moss won the Senior B Enduro title, while Dave Edsall won the Open A Hare Scrambles crown. Dana McNeil picked up a Vet class dirt track championship, and Bob Bicking garnered the Senior class trials championship.

Vallejo "bueno" at Mexican GNC Motocross

By Kat Spann

MONTERREY, MEXICO, FEB. 12

Erick Vallejo was the man to beat at the first international GNC Regional Qualifier ever held outside of the United States, in Monterrey, Neuvo Leon, Mexico.

The Team Green/Pasadena Kawasaki/Axo-backed Vallejo from Houston, Texas, has been in California for the past few months staying with his cousin, Pedro Gonzalez, while training and testing with Pro Circuit. Vallejo's family is from San Pedro, a small town outside of the Monterrey area.

The Blake Hamilton-designed-and-built course offered 3.2 kilometers of wide jumps, bermed and flat turns, off-cambers, step-ups, and plenty of supercross-style jumps. Because of the length of the course, only one moto was run per class. A separate course was used by the Pee Wee classes, which also included a miniature backward failing gate, mini whoops, jumps, tabletops and rockers.

Vallejo was indisputably the top player in the 125 and 250cc Intermediate/Expert non-paying classes. Rosendo Gonzalez grabbed the holeshot in the 125cc event with Vallejo and Antonio Coello second and third, respectively. Coello took the lead by the end of the first lap, but fell on the next lap, opening the door for Vallejo to take the win. Coello remounted and

got back into the thick of things, charging after Juan Celada and Pedro Quintanilla.

Erick Gonzalez grabbed the holeshot in the 250cc Intermediate/Expert non-paying class, but Vallejo battled with the leader and took over the top spot in the first long bowl-sweeper section of the course. Vallejo and Erick Gonzalez raced side by side through the first section of the course, but Vallejo grabbed a little bit more throttle to establish a firm lead. Coello raced in third for two laps before Rosendo Gonzalez saw his chance to take over second and held it to the checkered flag as Vallejo went on to win.

Results

MINI: 1. Irving Cantu; 2. Andres Flores; 3. Eduardo Pastana; 4. Jose Trevino.

P/W A: 1. Luis Farias; 2. Antonio Dewey; 3. Felipe Villarreal; 4. Rodrigo Rodriguez; 5. Jessica Villarreal.

P/W OPEN: 1. Antonio Dewey; 2. Luis Farias; 3. Rodrigo Rodriguez; 4. Jessica Villarreal; 5. Juan Leal.

60 BEG: 1. Mario Cavazos; 2. Boris Cantu; 3. Jordi Rubies; 4. Roberto Cavazos; 5. Evaristo Fernandez.

60 ADV: 1. Ramiro Perez; 2. Juan Flores; 3. Luis Flores; 4. Johnathan Tamez; 5. Fernardo Quintanilla.

80 BEG: 1. Miguel Heffera; 2. Hector Sheridan; 3. Juan Sheridan; 4. Marcelo Maldonado; 5. Jose Sema.

80 AVANZADOS (Advanced): 1. Rene Perez; 2. Mario Montemayor; 3. Sergio Maldonado; 4. Jaime Herrers.

LIBRE PRINCIPJANTES (Open Beginner): 1. Luis Delgado; 2. Roberto Asad; 3. Diego Garcia; 4. Jorge Fernandez; 5. Alfonso Carillo.

125 NOV: 1. Miguel Sifuentes; 2. Edgar Gonzalez; 3. Adrian Garza; 4. Jose Trevino; 5. Julio Garcia.

125 INT: 1. Juan Celada; 2. Pedro Quintanilla; 3. Carlos Terrez; 4. Erick Gonzalez; 5. Victor Orta.

125 EX: 1. Erick Vallejo; 2. Rosendo Gonzalez; 3. Antonio Coello; 4. Tomas Escamilla.

250 NOV: 1. Hugo Salina; 2. Javier Abrego; 3. Jorge Aguirre.

250 INT: 1. Oscar Lopez; 2. Pedro Quintanilla; 3. Felipe Montemayor.

250 EX: 1. Erick Vallejo; 2. Erick Gonzalez; 3. Rosendo Gonzales; 4. Antonio Coello; 5. Tomas Escamilla.

VET: 1. Gerardo Leal; 2. Adrian Flores; 3. Blake Hamilton; 4. Herman Flores; 5. Jorge Fernandez.

ENDURO: 1. David Elizondo; 2. Cesar Gomez; 3. Eugenio Paez; 4. Jose Villegas; 5. Fernando Pena

Casey, Murphy manhandle Woodland Vintage Motocross

By Clay Light

WOODLAND, WA, FEB. 11

Despite torrential rains and an arctic blast from Canada, Joe Casey and Dirk Murphy picked up a pair of wins after maneuvering through the quagmire at Woodland Motocross Park, site of round four of the Northwest Vintage Motocross Series.

Murphy's first task was topping the 125cc class, which like all other classes, ran in Expert/Amateur configurations despite the larger than usual rider turnout. All week long the temperature hovered around 60 degrees and the weather remained sunny, but conditions changed just hours before the race. Murphy took it to his liking by beating Steve Kauffman in the first moto and LaFaye McCarver in the second for the overall win.

Murphy's second win came aboard a Husqvarna after staving off a tough challenge from Expert rider Keith Webster - also Husky-mounted - who pressured him for both motos. The two riders were never far apart, and were followed across the line both times by Dougie Eckelman, Mike Olson and Reid Saario.

Casey's wins weren't much of a surprise, as he has been doing it all season long. The Honda Elsinore-mounted rider won the 250cc Expert class after a great battle with Rickman-mounted Shawn Brown in moto two. The pair traded the lead several times, but in the end, it was Casey's day. Monty Price finished third with 2-3 placings. Guy Haugo collected the Amateur win with 2-3 placings.

Bill Row also proved to be unstoppable, breezing to 1-1 scores in the 40+ class, while second place was up for grabs between Larry Logsdon and Jack Callinsky until Callinsky's Maico gave up, allowing the CZ-mounted Logsdon an easy win.

The day's largest class came in the Open Bomber class with 14 riders. Price, riding a Yamaha, went 1-1 for the Expert win, while Larry Hodson finished second overall and took the Amateur win. CN

Results

125 AM/EX: 1. Dirk Murphy (Yam); 2. LaFaye McCarver (Hon); 3. Steve Kauffman (Hod).

250 EX: 1. Joe Casey (Hon); 2. Shawn Brown (Ric); 3. Monty Price (Yam).

250 AM: 1. Guy Haugo (Suz); 2. Davis Smirl (Hus); 3. Jeff Anderson (C-A).

OPEN AM/EX: 1. Dirk Murphy (Hus); 2. Keith Webster (Hus); 3. Doug Eckelman (CZ).

30+ AM/EX: 1. Joe Casey (Hon); 2. Guy Haugo (Suz); 3. Bill Moxley (Hon).

40+: 1. Bill Row (Hon); 2. Larry Logsdon (CZ); 3. Steve Sprague (Bul).

50+: 1. George Eadie (CZ); 2. Ken Burningham (Gre); 3. Tom McFarland (Gre).

PRE-'70: 1. John Langhan (AJS); 2. Doug Eckelman (CZ); 3. John Redmond.

OPEN BMBR EX/AM: 1. Monty Price (Yam); 2. Larry Hodson (Mai); 3. Mark Lindster (Hus); 4. Robert Hoover (Hus).

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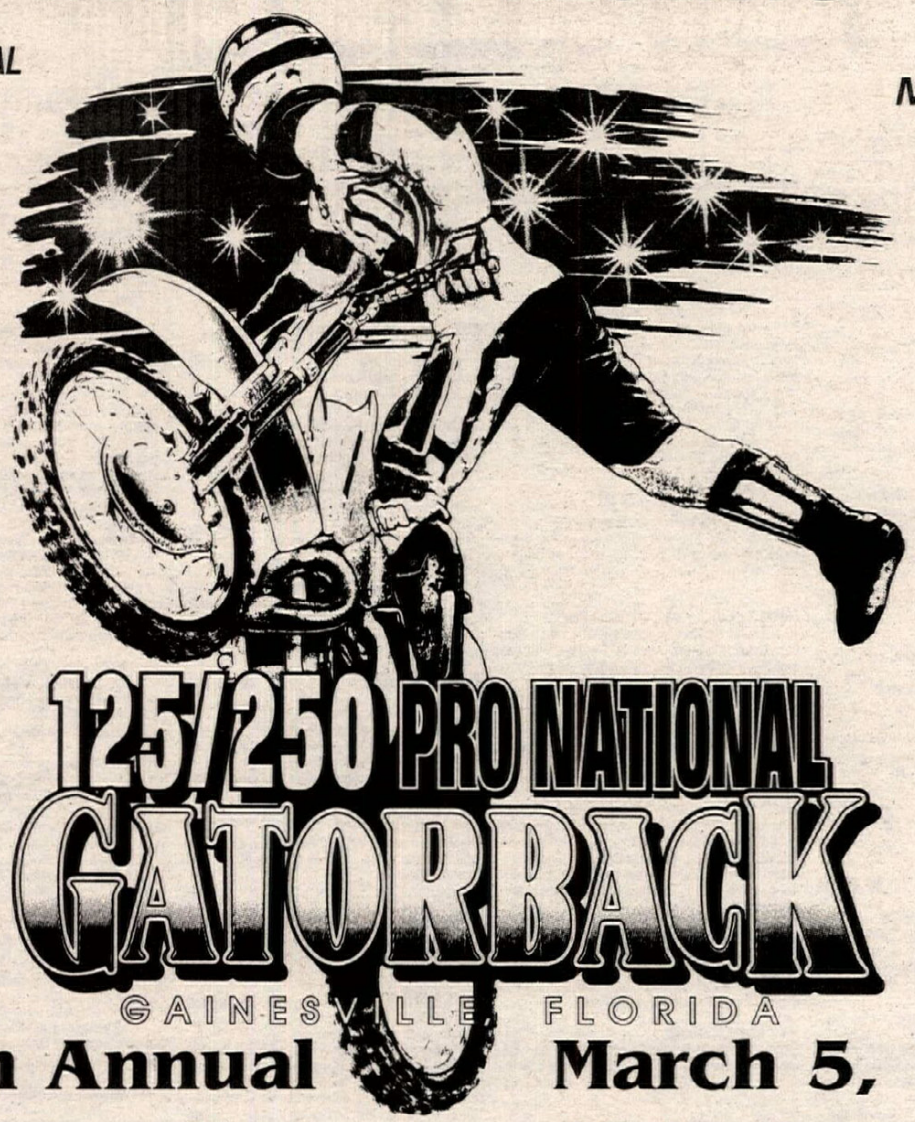

125/250 PRO NATIONAL GATORBACK

GAINESVILLE FLORIDA

19th Annual March 5, 1995

Races Start 12:00 Noon

3 BIG DAYS

Friday, March 3rd — Amateur National Supercross

** Suzuki's Tony D School with Guy Cooper 2-6pm **

RM Riders Free • Tele (410) 635-6916 For Tony D Info

Gates Open 6:30 AM

Gates Close 10:00 PM

Registration 7:00 - 8:30 AM

TRACK DIRECTIONS:

GATORBACK: Exit I-75 at SR 26 in Gainesville, West on SR 26 8miles to NW 202, North on NW 202 3 miles to CR36, Gatorback is on the left. Track (904) 472-3839

Saturday, March 4th — Amateur National Motocross

GATE FEES

FRI, SAT, SUN

ADULT $30 • UNDER 10 (NOT RIDING) $15

SAT-SUN

ADULT $25 • UNDER 10 (NOT RIDING) $10

SUNDAY ONLY

ADULT $15 • UNDER 10 (NOT RIDING) $5

Sunday, March 5th — Pro 125/250 Motocross Nationals

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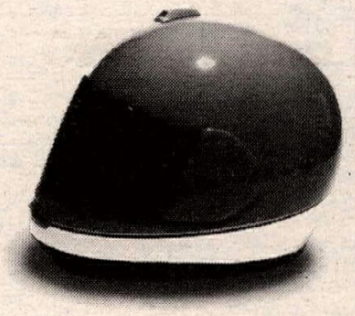

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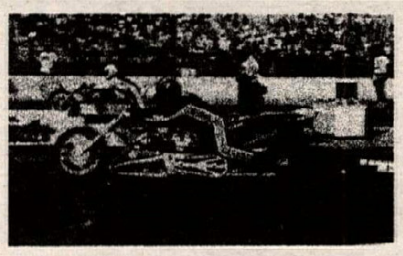

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■ MOTOCROSS ■■■

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#78F) 1994 GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA.

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA.

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo.

■ SPEEDWAY ■■■

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Claxton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO & DUAL SPORT ■■■

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News Loretta Lynn DualSport Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video.

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video.

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video.

(#55) Moto n' Motion: Jeremy McGrath
An up-close-and-personal look at Jeremy McGrath as the champ discusses sponsorship, friends, family, fans and life. Watch Jeremy practicing on his backyard supercross track, and relaxing at home. 23 minutes from Moto n' Motion.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster-off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

■ CRASHES ■■■

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ MOVIES ■■■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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___	#78C '91 GP Review@ 24.95	_____
___	#78D '92 GP Review @ 49.95	_____
___	#78E '93 GP Review @ 44.95	_____
___	#78F '94 GP Review @ 49,95	_____
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___	#139 The Wild One @ 37.95	_____
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___	#143 '67 Hopetown 250 MX @ 34.95	_____
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CALENDAR

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World Championship Road Race Series

3/26/95 Eastern Creek, Australia, Rnd 1
4/2 Shah Alam, Malaysia, Rnd 2
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
5/21 Nurburgring, Germany, Rnd 5
6/11 Mugello, Italy, Rnd 6
6/24 Assen, Netherlands, Rnd 7
7/9 Le Mans, France, Rnd 8
7/23 Donington Park, Eng., Rnd 9
8/6 Elkhart Lake, WI., U.S., Rnd 10
8/20 Brno, Czech. Republic, Rnd 11
9/17 Rio de Janiero, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series

5/7/95 Hockenheim, Germany, Rnd 1
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/23 Laguna Seca, CA., U.S., Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sental, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series

4/2/95 Castiglione, Italy, Rnd 1
4/9 Bellguig, Spain, Rnd 2
4/30 Vila S. Cruz, Argentina, Rnd 3
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech. Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series

3/26/95 Talavera, Spain, Rnd 1
4/9 Valkenswaard, Holland, Rnd 2
4/23 Payerne, Switzerland, Rnd 3
4/30 Maggiora, Italy, Rnd 4
5/21 Vanlaa, FInland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series

4/2/95 Arganil, Portugal, Rnd 1
4/23 Sittendorf, Austria, Rnd 2
5/7 Wohlen, Switzerland, Rnd 3
5/21 Loket, Czech. Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
7/9 Hawkstone Park, England, Rnd 9
8/6 Namur, Belgium, Rnd 10
8/20 Rhenen, Holland, Rnd 11
8/27 Reultingen, Germany, Rnd 12

World C'ship Enduro Series

4/2/95 Castelion, Spain, Rnd 1
4/9 Tomar, Portugal, Rnd 2
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, France, Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series

4/9/95 Warken, Luxembourg, Rnd 1
4/16 Hawkstone Park, England, Rnd 2
4/23 Sugar Loaf Mt., Ireland, Rnd 3
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

World C'ship Individual Speedway Series

5/20 Wroclaw, Poland
6/17 Wiener-Neustadt, Austria
7/8 Abensberg, Germany
8/12 Linkopink, Sweden
9/9 Vojens, Denmark
9/30 Coventry, England

World C'ship Ice Race Series

2/18-19 Warsaw, Poland
3/11-12 Assen, Netherlands
3/18-19 Hamar, Norway
* 2/25-26 Frankfurt, Germany
* Final

Motocross des Nations

9/10/95 Sverepec, Czechoslovakia

Trials des Nations

9/24/95 Piesting, Austria

International Six Day Enduro

9/18-23/95 Jeleria Gora, Poland

AMA Grand Nat'l C'ship Series

3/11 Daytona Beach, FL, Rnd 1
4/1 Pomona, CA, Rnd 2
5/6 Harrington, DE, Rnd 3
5/13 *Henderson, KY, Rnd 4
5/28 Springfield, IL, Rnd 5
6/3 LaSalle, IL, Rnd 6
6/17 Dallas, TX, Rnd 7
6/24 Lima, OH, Rnd 8
7/2 Du Quoin, IL, Rnd 9
7/8 Lake Odessa, MI, Rnd 10
7/15 Hagerstown, MD, Rnd 11
7/22 Sedelia, MO, Rnd 12
7/29 Oklahoma CIty, OK, Rnd 13
8/6 Peoria, IL, Rnd 14
8/9 Rapid City, SD, Rnd 15
8/12 Denver, CO, Rnd 16
8/19 Indianapolis, IN, Rnd 17
8/27 Goshen, IN, Rnd 18
9/3 Springfield, IL, Rnd 19
9/9 Mechanicsburg, PA, Rnd 20
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25
* Tentative

AMA 600 Nat'l C'ship Dirt Track Series

3/10 Daytona Beach, FL
6/11 Peoria, IL
8/20 Converse, IN
9/9 Castle Rock, WA

AMA Harley-Davidson 883 Dirt Track Series

4/1 Pomona, CA, Rnd 1
5/13 *Henderson, KY, Rnd 2
5/28 Springfield, IL, Rnd 3
6/3 LaSalle, IL, Rnd 4
6/17 Dallas, TX, Rnd 5
7/2 Du Quoin, IL, Rnd 6
7/8 Lake Odessa, MI, Rnd 7
7/15 Hagerstown, MD, Rnd 8
7/22 Sedelia, MO, Rnd 9
8/9 Rapid City, SD, Rnd 10
8/12 Denver, CO, Rnd 11
9/3 Springfield, IL, Rnd 12
9/9 Mechanicsburg, PA, Rnd 13
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17
* Tentative

AMA Regional Dirt Track C'ship Series

3/3 Savannah, GA
5/7 Springfield, OH
5/20 Greenville, OH
6/10 Dayton, OH
6/23 Orrville, OH
7/4 Frederick, MD
7/7 Lake Odessa, MI
8/25 Greenville, OH
9/8 Castle Rock, WA

U.S. Supercross Series

2/25 Atlanta, GA
3/11 Daytona Beach, FL
3/18 Indianapolis, IN
3/25 Houston, TX
4/8 Pontiac, MI
4/22 Charlotte, NC
4/29 Irving, TX
5/20 Cleveland, OH
6/3 Denver, CO
6/10 Las Vegas, NV

AMA 125/250cc National C'ship MX Series

3/5/95 Gainesville, FL
5/7 Sacramento, CA
5/28 Mt. Morris, PA
6/18 Budds Creek, MD
6/25 Southwick, MA
7/2 Buchanan, MI
7/16 Troy, OH
7/23 New Berlin, NY
7/30 Millville, MN
8/6 Washougal, WA
8/27 Binghamton, NY
9/3 Delmont, PA

AMA National Championship Enduro Series

2/26 Wickensburg, AZ, Rnd 2
3/19 Greensboro, GA, Rnd 3
4/2 Navarro, Ca, Rnd 4
4/23 Forest Hill, LA, Rnd 5
5/7 Wellston, OH, Rnd 6
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA Superbike National Championship Series

3/12 Daytona Beach, FL, Rnd 1
4/2 Pomona, CA, Rnd 2
4/30 Monterey, CA, Rnd 3
6/4 Indianapolis, IN, Rnd 4
6/18 Loudon, NH, Rnd 5
7/2 Memphis, TN, Rnd 6
8/27 Sonoma, CA, Rnd 7
9/3 East St. Louis, IL, Rnd 8
9/24 Chandler, AZ, Rnd 9
10/8 Las Vegas, NV, Rnd 10

AMA National Championship Reliability Enduro Series

4/29-30 Crosbyton, TX, Rnd 1
5/27-28 McArthur, OH, Rnd 2
6/3-4 Idaho City, ID, Rnd 3
6/10-11 Tillamook, OR, Rnd 4
6/24-25 McMinnville, OR, Rnd 5

AMA National Championship Hare Scrambles Series

4/9 Hurricane Mills, TN, Rnd 2
5/14 Wilson, LA, Rnd 3
5/21 Roseburg, OR, Rnd 4
7/9 Kahoka, MO, Rnd 5
7/16 Speedsville, NY, Rnd 6
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series

3/19 Murphy, ID, Rnd 2
4/8 Jericho, UT, Rnd 3
4/23 Lucerne, CA, Rnd 4
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA/NATC National C'ship Observed Trials Series

4/22 Prescott, AZ, Rnd 1
4/23 Prescott, AZ, Rnd 2
4/29 El Centro, CA, Rnd 3
5/20 Cayuta, NY, Rnd 4
5/21 Elizabethtown, PA, Rnd 5
5/27 Exeter, RI, Rnd 6
5/28 Exeter, RI, Rnd 7
8/26 Canon City, CO, Rnd 8
8/27 Canon City, CO, Rnd 9
9/2 Tillamook, OR, Rnd 10
9/3 Lee's Camp, OR, Rnd 11

AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series

3/7 Ocala, FL
3/26 HIckory, NC
4/9 Hurricane Mills, TN
4/30 Brownsville, PA
5/21 Boyers, PA
6/4 Elkins, WV
6/18 Elizabeth, WV
8/27 Millfield, OH
9/17 Bunner Ridge, WV
10/1 Jewett, OH
10/15 Mt. Morris, PA
10/29 Crawfordsville, IN
Info 304/594-1157

AMA Championship Mid South Winter Hare Scrambles Series

3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

AMA Loretta Lynn Qualifying Series

Northeast Region
3/25-26 Danville, VA
4/1-2 Budds Creek, MD
4/8-9 Wallkill, NY
4/15 Hanover, PA
4/22-23 Delmont, PA
5/6-7 Southwick, MA
5/13-14 Auburn, NY
6/3-4 Indiana, PA
6/17-18 Amateur Regional Armaugh, PA
6/24-25 Youth Regional S. Edmeston, NY

Southeast Region
3/19 Ocala, FL
3/25-26 Blountville, TN
4/1-2 Sanford, NC
4/29-30 Kingsport, TN
5/6-7 Roberta, GA
5/20-21 Christiana, TN

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60 Jr. Cycle Stk. 9-11
60 Jr. Cycle Mod. 6-11
80 Minicycle Stk. Thru 11
80 Minicycle Mod. Thru 11
80 Minicycle Stk.Beg.12-16
80 Minicycle Stk. 12-13
80 Minicycle Mod. 12-13
80 Minicycle Stk. 14-16
80 Minicycle Mod. 14-16
Super Mini Mod. Thru 16
125 Open Thru 16 Non-Pro

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125 Mod. Beginner
125 Stk. Novice
125 Mod. Novice
125 Stk. Inter.
125 Mod. Inter.
125 Stk. Pro
125 Mod. Pro
250 Stk. Novice
250 Mod. Novice
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250 Mod. Inter.
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250 Mod. Pro
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Plus 30 Non-Pro

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6/10-11 Amateur Regional
Macon, GA
6/17-18 Youth Regional
Reddick, FL

Southcentral Region
4/22 Tyler, TX
5/7 Albuquergue, NM
5/14 Rusk, TX
TBA Natalia, TX
6/17-18 Amateur/Youth Regional
Tyler, TX

Southern Ca. Region
TBA Hollister, CA

Northwest Region
TBA Clarks Branch, OR

Mideast Region
4/8-9 Mitchell, IN
4/15-16 Milifield, OH
4/22-23 Hortonville, IN
4/29-30 Bloomingdale, MI
4/29-30 Dover, OH
5/6-7 Sugar Grove, OH
5/13-14 Millington, MI
5/13-14 London, KY
6/17-18 Youth Regional
Buchanan, MI
6/24-25 Amateur Regional
N. Webster, IN

Northcentral Region
3/25-26 Kahoka, MO
4/1-2 Casey, IL
4/8-9 Lowes, KY
4/22-23 Hoopeston, IL
5/6-7 Lake Geneva, WI
TBA Great Bend, KS
6/17-18 Amateur Regional
Lowes, KY
6/24-25 Youth Regional
Hoopeston, IL

AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

C'ship Cup Pro-Am Series

Florida Region
3/4-5 Daytona, FL
3/18-19 Palm Beach Gardens, FL
4/8-9 Bloomingdale, GA
4/22-23 Palm Beach Gardens, FL
5/29 Palm Beach Gardens, FL
6/17-18 Talladega, AL
6/24-25 Palm Beach Gardens, FL
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 BLoomingdale, GA
9/9-10 Palm Beach Gardens, FL
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region
4/1-2 Topeka, KS
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/10-11 Grattan, MI
7/1-2 Grattan, MI
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

Mid-West Region
4/1-2 Topeka, KS
4/15-16 Rockton, IL
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
*10/21-22 Daytona, FL

Southeast Region
3/4-5 Daytona, FL
4/8-9 Bloomindale, GA
4/22-23 Talladega, AL
5/27-28 Bloomindale, GA
6/17-18 Talladega, AL
6/24-25 Braselton, GA
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/23-24 Talladega, AL
*10/21-22 Daytona, FL

Great Plains Region
4/1-2 Topeka, KS
4/15-16 Rockton, IL
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/15-16 Topeka, KS
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

Mid-Atlantic Region
4/22-23 Talladega, AL
5/6-7 Summit Point, WV
5/27-28 Bloomingdale, GA
6/10-11 Summit Point, WV
6/24-25 Braselton, GA
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
*10/21-22 Daytona, FL

Northeast Region
4/15-16 Loudon, NH
5/6-7 Loudon, NH
5/27-28 Bridgehampton, NY
6/10-11 Loudon, NH
7/1-2 Bridgehampton, NY
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

Southwest Region
2/25-26 Las Vegas, NV
5/6-7 Las Vegas, NV
5/20-21 Chandler, AZ
6/17-18 Chandler, AZ
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

*WERA Regional C'ship Series

Mid-Atlantic Region
4/8-9 Summit Point, WV
4/22-23 Rockingham, NC
TBA Garrettsville, OH
7/8-9 Garrettsville, OH
7/20-24 Clermont, IN
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV

Southeast Region
2/25-26 Talladega, AL
3/18-19 Faulkville, GA
4/22-23 Rockingham, NC
5/13-14 Talladega, AL
6/10-11 Faulkville, GA
7/1-2 Talladega, AL
7/15-16 Faulkville, GA
7/20-23 Clermont, IN
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

North Central Region
4/1-2 Clermont, IN
4/8-9 Grattan, MI
5/6-7 Grattan, MI
5/20-21 Mt. Meridian, IN
7/20-24 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN

Mid-Central Region
2/25-26 Talladega, AL
3/25-26 Talladega, AL
4/1-2 Clermont, IN
4/29-30 Fairmont City, IL
5/20-21 Mt. Meridian, IN
6/2-4 Hallett, OK
7/20-23 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL

South Central Region
3/18-19 College Station, TX
4/8-9 Henderson, TX
5/6-7 College Station, TX
6/2-4 Hallett, OK
7/1-2 College Station, TX
7/20-23 Clermont, IN
8/5-6 College Station, TX
9/2-3 Henderson, TX
9/16-17 Hellett, OK
10/7-8 College Station, TX

Southwest Region
3/5 Las Vegas, NV
4/2 Las Vegas, NV
TBA Las Vegas, NV
Info: 803/681-9372
* Tentative

* WERA Grand National Final
10-11/15 Braselton, GA
Info: 803/681-9372
* Tentative

* WERA Nat'l Challenge Series
5/19-21 Breselton, GA, Rnd 1
5/26-28 Summit Point, WV, Rnd 2
6/23-25 Grattan, MI, Rnd 3
7/7-9 Mt. Meridian, IN, Rnd 4
7/20-23 Clermont, IN, Rnd 5
8/5-6 College Station, TX, Rnd 6
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 TBA, Rnd 9
10/11-16 Final, Braselton, GA
Info: 803/681-9372
* Tentative

*WERA Formula USA Series
4/14-16 Rosamond, CA, Rnd 1
5/19-21 Braselton, GA, Rnd 2
6/23-25 Grattan, MI, Rnd 3
7/21-23 TBA, Rnd 4
8/25-27 Portland, OR, Rnd 5
Info: 803/681-9372
* Tentative

* WERA Nat'l Vintage Series
3/18 Faulkville, GA, Rnd 1
3/19 College Station, TX, Rnd 2
4/1 Clermont, IN, Rnd 3
4/8 Summit Point, WV, Rnd 4
4.9 Henderson, TX, Rnd 5
4/22 Rockingham, NC, Rnd 6
5/6 Grattan, MI, Rnd 7
TBA Garretsville, OH, Rnd 8
6/4 Hallett, OK, Rnd 9
6/10 Faulkville, GA, Rnd 10
7/1 Talladega, AL, Rnd 11
7/2 College Station, TX, Rnd 12
7/8 Garrettsville, OH, Rnd 13
7/15 Faulkville, GA, Rnd 14
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/7 Summit Point, WV, Rnd 25
10/8 College Station, TX, Rnd 26
10/10-11 FInal, Braselton, GA
Info 803/681-9372
* Tentative

AHRMA Historic Cup Series
3/2-3 Pooler, GA
3/6-7 Daytona Beach, FL
4/8-9 Las Vegas, NV
4/28-29 Rosamond, CA
5/20-21 Grattan, MI
6/10-11 S. Beloit, IL
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
3/2-3 Pooler, GA
3/6-7 Daytona, FL
4/8-9 Las Vegas, NV
4/28-30 Rosamond, CA
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
3/4 Ocala, FL
4/23 Brentwood, CA
5/6 Blountville, TN
5/20 Grattan, MI
6/4 San Bernardino, CA
6/10 Budds Creek, MD
7/1 Peoria, IL
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
3/2 Savannah, GA
3/5 Daytona Beach, FL
3/19 Palmetto, GA
4/29 Rosamond, CA
5/19 Lake Odessa, MI
6/10 Budds Creek, MD
6/11 Cumberland, MD
7/2 Peoria, IL
7/29-30 Weedsport, NY
8/4 Winder, GA
8/12 Linnville, OH
8/27 Lake Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Trials Series
3/9 Ocala, FL
4/22 Brentwood, CA
4/30 Collins, MO

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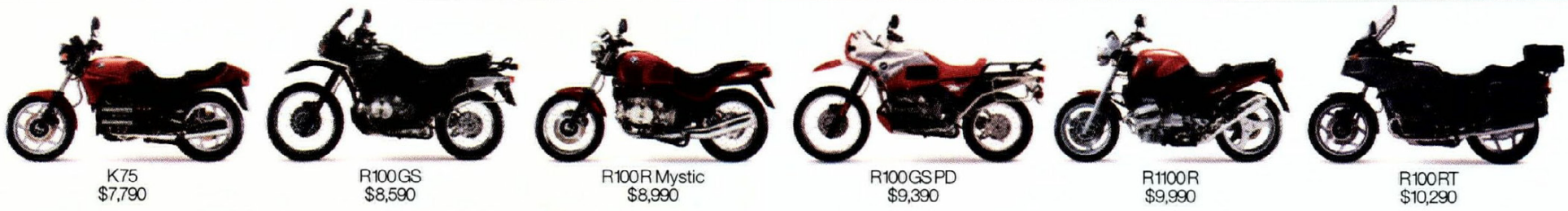

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PHOTO BY DAVID GOLDMAN

1994 Daytona 200 Winner

Scott Russell

5/21 Grattan, MI
7/2 Peoria, IL
7/9 Norden, CA
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

ARHMA Vintage Enduro Series
3/19 White Rock, AR
4/9 Oklahoma City, OK
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

NETRA C'ship Enduro Series
4/30 Freetown, MA
6/4 Wrentham, MA
6/11 Somers, CT
6/25 W. Greenwich, RI
7/23 Oxford, MA
8/13 New Boston, MA
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series
5/14 Fishouse, NY
6/18 Thomaston, CT
7/2 Chelsea, VT
7/9 Union, CT
7/16 Windsor, MA
7/30 E. Hamton, CT
8/6 Searsport, ME
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Glocester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series
5/28 W. Greenwich, RI
6/10-11 Loudon, NH
7/16 Lake Desolation, NY
7/22-23 Adams, MA
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series
4/29 Brimfield, MA
5/13 Fishouse, NY
6/17 Thomaston, CT
7/8 Union, CT
7/15 Southampton, MA
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

SETRA C'ship Enduro Series
3/5 Pelion,SC
3/9 Daytona Beach, FL
3/19 Greensboro, GA
3/26 Lenoir, NC
4/9 Clanton, AL
4/30 Olustee, FL
5/7 Charleston, SC
5/14 Augusta, GA
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
2/26 Buena Vista, GA
4/23 Pine Mtn., GA
5/28 Charlotte, NC
Info 706/468-1328

Black Jack Enduro Circuit
3/5 Kirby, AR
3/19 Cass, AR
3/26 Gainsville, TX
4/9 Oklahoma City, OK
5/7 Stillwater, OK
5/21 Flat River, MO
6/4 Tulsa, OK
6/18 Little Rock, AR
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship Enduro Series
3/26 Lenior, NC
5/7 Perkinston, MS
6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

New York State C'ship Hare Scrambles Series
5/21 Little Genesee, NY
6/4 Java, NY
6/11 Fairville, NY
7/23 Parksville, NY
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY
6/3 Huntsville, TN
7/1 Gray, TN
7/29 Huntsville, TN
8/12 Calhoun, GA
8/19 Huntsville, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/14 Huntsville, TN

Mid East Hare Scrambles Series
3/4 Santee, SC
3/12 Grover, NC
4/2 TBA
4/23 Wytheville, VA
5/7 Lancaster, SC
6/11 Columbus, NC
6/25 Greer, SC
8/2 Columbus, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 TBA
10/8 Lancaster, SC
10/22 Grover, NC

NMRA Drag Race Series
2/25 Phoenix, AZ
3/19 Palmdale, CA
4/8 Bakersfield, CA
5/20 Phoenix, AZ
6/17 Sacramento, CA
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series
4/7 Toronto, Ontario
9/23 Montreal, Quebec
Info 416/363-9035

Golden Crown of Baja Off Road Desert Series
5/26-28 Gran Carrera de Tecate Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
3/3-4 Mexicali G.P. Mexicali, B.C., Mex.
4/7-8 San Luis Rio Colorado G.P. San Luis, B.C., Sonora, Mex.
6/9-10 Baja Malibu G.P. Rosarito Beach, B.C., Mex.
9/1-2 Tecate Gran Prix Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P. Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
3/5 Rosarito, Mex.
5/21 Rosarito, Mex.
8/13 Rosarito, Mex.
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

Tucker Rocky MX Championship Series
4/30 Bethlehem, PA
6/4 Clifford, PA
6/11 New Berlin, NY
7/4 Binghamton, NY
7/9 Englishtown, NJ
7/30 Walden, NY

No. Calif. Mini Road Racing Assoc. Series
3/4-5 Sacramento, CA
4/8-9 Sacramento, CA
4/29-30 Sacramento, CA
5/20-21 Sacramento, CA
6/25 Sacramento, CA
7/23 Sacramento, CA
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
3/12 Lake Perris, CA
3/25-26 Phoenix, AZ
4/9 Lake Perris, CA
4/29-30 Rosamond, CA
5/14 Lake Perris, CA
5/27 Lake Perris, CA
6/11 Lake Perris, CA
7/9 Lake Perris, CA
7/29 Lake Perris, CA
8/13 Lake Perris, CA
8/26 Lake Perris, CA
9/10 Lake Perris, CA
9/23 Lake Perris, CA
10/8 Lake Perris, CA
10/26-29 Phoenix, AZ
11/12 Lake Perris, CA
11/25-26 Rosamond, CA
12/10 Lake Perris, CA
Info 909/674-5357

SRAC State C'ship Series
3/5 Colorado Spring, CO
3/12 Grand Junction, CO
3/19 Pueblo, CO
3/26 Aurora, CO
4/2 Pueblo, CO
4/9 Aurora, CO
4/16 Colorado Springs, CO
4/23 Colorado Springs, CO
4/30 Berthound, CO
5/6 Grand Junction, CO
5/13 Greeley, CO
6/11 Cheyenne, WY
6/16-17 Ft. Collins, CO
6/25 Berthound, CO
7/9 Cheyenne, WY
7/16 Aurora, CO
7/22 Colorado Springs, CO
7/30 Berthound, CO
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

New England Trials Association Series
4/2 Exeter, RI
5/7 Meriden, CT
6/25 Meriden, CT
7/16 Wrentham, MA
7/23 Exeter, RI
8/5 Ossippee, NH
8/6 Ossippee, NH
9/17 Wrentham, MA
10/1 Chepachet, RI
10/15 Exeter, RI
Info 203/889-5327

Florida Trials Assoc. Championship Series
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

Yamaha/McDonald's/Fox Pee Wee C'ship Series
4/1 Orlando, FL
5/6 Orlando, FL
6/24 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

Tucker Rocker Florida Mini-Cycle C'ship Series
2/25 Orlando, FL
3/18 Orlando, FL
4/8 Orlando, FL
5/13 Orlando, FL
6/3 Orlando, FL
7/8 Orlando, FL
8/12 Orlando, FL
9/9 Orlando, FL

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April 29th	Aug 26th
May 6th	Sept. 16th
May27th	Oct.7th
May 28th	Oct.28th

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1995 SCHEDULE

1 • March 12 • Muddy Creek Raceway • DUNLOP DAY
2 • March 26 • Muddy Creek Raceway • SCOTT USA Day
3 • April 2 • Echeconnee MX • Georgia State Championship
4 • April 16 • Hidden Acres MX
5 • April 30 • Pro Sport MX
6 • May 7 • Muddy Creek • FMF Day
7 • May 20•21 • Muddy Creek Raceway • SUZUKI EASTERN CONTINENTAL
8 • June 4 • Daniel Boone MX
9 • June 18 • Muddy Creek Raceway • GEAR RACEWEAR Day
10 • June 25 • Hidden Acres MX
11 • July 8•9 • Muddy Creek • KAWASAKI State Championship
12 • July 16 • Pro Sports MX • Virginia State Championship
13 • Sept 10 • YAMAHA FALL CLASSIC
14 • Oct 15 • Daniel Boone MX • Kentucky State Championship
15 • Oct 21•22 • Muddy Creek Raceway • HONDA TOP GUN SHOWDOWN

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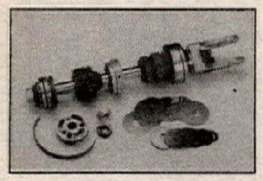

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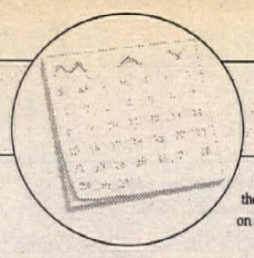

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/29 Orlando, FL
10/27 Orlando, FL

Tucker Rocker Central Florida M/C Dealers Series
2/25 Orlando, FL
3/18 Orlando, FL
4/1 Orlando, FL
5/6 Orlando, FL
6/3 Orlando, FL
6/24 Orlando, FL
7/8 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

South Florida Winter MX Championship Series
2/26 Orlando, FL
3/12 Homestead, FL
3/26 Orlando, FL
4/2 Ona, FL
4/16 Orlando, FL

NMA World Mini Grand Prix
4/21-23 Las Vegas, NV
Info 310/868-8112

NMA Grand National C'ships
8/1-5 Ponca City, OK
Info 310/868-8112

MTEG Ultracross Series
2/25 San Diego, CA
3/18 Seattle, WA
4/1 Alburquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

GNC Texas Series
4/2 Whitney, TX
4/9 Burleson, TX
5/7 Waller, TX
5/14 Dickinson, TX
5/21 Euless, TX
5/28 Lampasas, TX
6/4 Whitney, TX
Info 817/694-2901

AMA Fall Classic MX Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Nat'l Arenacross Series
2/24-26 Denver, CO
Info 817/626-7297

AMA Mega Series
3/11-12 Blountville, TN
3/26 Blountville, TN
4/2 Macon, GA
4/16 Kingsport, TN
4/30 Wytheville, VA
5/7 Blountville, TN
5/20-21 Blountville, TN
6/4 London, KY
6/18 Blountville, TN
6/25 Kingsport, TN
7/8-9 Blountville, TN
7/16 Wytheville, VA
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA/U.S. Eastern Pro-Am Spring MX Series
3/26 Danville, VA
4/9 Elizabeth City, NC
4/23 Danville, VA
5/7 Dillwyn, VA
5/14 Elizabeth City, NC
5/21 Danville, VA
6/4 Axton, VA
Info 804/836-3633

AMA No. California Cross Country Series
2/26 Auburn, CA
3/12 Livermore, CA
3/19 Reno, NV
3/26 Clearlake, CA
4/2 Susanville, CA
4/9 Redding, CA
4/23 Lakesport, CA
4/30 Yearington, NV
5/13-14 Virginia City, NV
5/28 Klamath, CA
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series
4/2 Navarro, CA
4/23 Lakeport, CA
4/30 Yearington, INV
5/7 Georgetown, CA
5/21 Ballinger Canyon, CA
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7404

AMA No. California Family Enduro Series
3/12 Hollister, CA
4/9 Foresthill, CA
5/7 Georgetown, CA
5/14 Grizzly Flats, CA
5/20 Foresthill, CA
6/4 Lony Barn, CA
11/11 Foresthill, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
2/26 Gholson, TX
3/12 Weatherford, TX
3/26 Euless, TX
4/9 Montague, TX
4/23 Ft. Hood, TX
5/7 Saint Jo, TX
5/21 Whitney, TX
6/4 Muenster, TX
7/18 Whitney, TX
7/23 Rusk, TX
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

TVRC Spring Series
2/26 Burleson, TX
3/12 Rusk, TX
4/9 Waco, TX
4/23 Tyler, TX
5/7 Houston, TX
5/21 Kempner, TX
6/4 Clyde, TX
6/18 Burleson, TX

Missouri Hare Scrambles C'ship Series
3/12 Park Hills, MI
3/26 Columbia, MI
4/2 Potosi, MI
4/30 Westphalia, MI
5/7 Steelville, MI
6/11 Russellville, MI
6/25 Collins, MI
7/23 Tebbetts, MI
8/6 Sedalia, MI
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

OCCRA Cross Country Series
3/12 Lake Draper, OK
3/26 Stillwater, OK
4/2 Erick, OK
4/23 Oklahoma City, OK
5/21 Elk City, OK
9/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info: 405/376-6849

Southeastern Trials Rider Assoc. Series
2/25-25 Lawrenceville, GA
3/18-19 Jasper, TN
4/1-2 Belvidere, TN
5/6-7 Crossville, TN
6/3-4 Alpharetta, GA
6/10-11 Carrolton, KY
8/12-13 Newnan, GA
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

MRAN Off-Road C'ship Series
3/12 Pahrump, NV
4/23 Alamo, MV
5/21 Pioche, NV
7/2 Caliente, NV
7/30 Ely, NV
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

OMRRA Road Race Series
4/30 Portland, OR
5/14 Portland, OR
6/4 Portland, OR
7/4 Portland, OR
9/24 Portland, OR
10/15 Portland, OR
Info 503/ 221-1487

RAM C'ship Road Race Series
5/7 Coos Bay, OR
6/18 Coos Bay, OR
7/2 Coos Bay, OR
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

*** International Old Timers MX Series**
4/1-2 Porterville, CA
4/29-30 Marysville, CA
5/13-14 TBA
5/27-28 Nemoval, WA
6/3-4 TBA, Alberta, Can.
7/1-2 Agazziz, B.C., Can.
* 7/15-16 TBA
7/29-30 TBA
9/2-3 Fernley, NV
* Tentative

*** Motorcycle Asphalt Racing Series**
3/5 Barberville, FL
4/30 Charleston, SC
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
7/16 Lehighton, PA
8/18 Asheboro, NC
9/23 West Scarboro, ME
10/6 Asheville, NC
10/14 Gainesville, GA

AMA Dual Sport Trail Ride Series
4/1-2 Hurricane Mills, TN
4/22-23 New Waverly, TX
4/29-30 Mill Hall, PA
5/6-7 Daniel Boone Nat'l Forest
5/20-21 Logan, OH
6/3-4 Leasterville, MO
6/10-11 Lake Isabella, CA
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series
3/4-5 Temecula, CA
3/19 Colton, CA
4/1-2 Newhall, CA
4/22-23 Hungry Valley, CA
4/29-30 Lone Pine, CA
5/6-7 Borrego Springs, CA
5/21 San Bernardino, CA
6/10-11 Lake Isabella, CA
6/24-25 Mammoth Lakes, CA
7/9 Gorman or Castaic, CA
7/22-23 Bass Lake, CA
8/6 TBA
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 Hemet, CA
10/29 Herperia or Lucerne Valley, CA

1/10-11 *LA-Barstow-Las Vegas,
1/19 Riverside, CA
2/10 Filmore, CA
National Trail Ride Series event
nfo 818/249-2141

Appalachian Dual Sport Series
/1-2 Hurricane Hills, TN
/6-7 Renfrew, Valley, KY
/10-11 Davis, WV
/23 Glouster, OH
0/21-22 Parkersburg, WV
nfo 304/292-2122, 304/594-1157

CMC Golden State MX Nat'ls
Northern Series
/26 Sacramento, CA
Final Showdown
/4-5 Adelanto, CA
nfo 619/246-7262

GFI Winter Series
Showdown Final
/26 Perris, CA
North-South Showdown
/26 Perris, CA

GFI Super Saturday MX Dealer Series
/4 Perris, CA
/11 Perris, CA
/18 Perris, CA
/25 Perris, CA
/1 Perris, CA
/8 Perris, CA
/15 Perris, CA
/22 Perris, CA
/29 Perris, CA
nfo 909/340-3302

FEBRUARY

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MARCH

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APRIL

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30	31					

• DENOTES PRO PAYBACK

Feb 24-26

• COLORADO ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Denver Coliseum, Denver. Info: 817/626-7297.

• OHIO SUPERCROSS - CRA, Summit Co. Fairgrounds, Akron. Info: 216/948-1478 or 769-2713.

Fri, Feb 24

• OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Feb 25-26

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Concrete Short Track/Generic Racing, Glenn Co. Fairgrounds, Commerical-Ag. Building, Orland. Info: 916/873-0834.

GEORGIA OBSERVED TRIALS - STRA, Tucker Rocky Siklolene Championship Series, Lawrenceville. Info: 404/463-4390.

Sat, Feb 25

ARIZONA DRAG RACE - NMRA/TRAC Dynamics, 4th Annual Winter Challenge, Firebird International Raceway, Phoenix. Info: 818/367-4117.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA OFF-ROAD - MTEG, Ultracross Series, Jack Murphy Stadium, San Diego. Info: 714/254-3001.

CALIFORNIA PARTS EXCHANGE - Long Motorcycle Parts Exchange, Long Beach Veterans Memorial Stadium, Long Beach. Info: 310/426-4641.

CALIFORNIA DIRT TRACK - AHRMA, Regional Vintage TT Dirt Track, Tulare Cycle Park, Tulare. Info: 209/685-0503.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• KANSAS HARE SCRAMBLES - Kansas State Forward Motion Hare Scrambles Series, Mortheast Kansas Motocross, Westmoreland. Info: 913/456-2516.

KENTUCKY GRAND PRIX - K.T.M.X.A., TK Raceway, Draffenville. Info: 502/527-8409.

• OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Colseum, Marion. Info: 614/596-2057.

• OKLAHOMA INDOOR SHORT TRACK - Vintage Dirt Track Racers Assoc., Purcell Expo Center, Purcell. Info: 919/836-6999.

UTAH SCRAMBLES - Utah Desert Foxes, USRA Point Event, Knolls. Info: (801) 266-4845.

• UTAH MOTOCROSS - St. George Motorcycle Club, St. George Raceway, St. George. Info: 801/673-2444.

Sun, Feb 26

ARIZONA ENDURO - AMA/Arizona Trail Riders Assoc., Nat'l Series - Rnd 2, Wickenburg. Info: 602/996-3801.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI North-South Showdown, Perris Raceway, Perris. Info: 909/943-3302.

CALIFORNIA HARE SCRAMBLES - AMA/D-36, Polka Dots M/C, Mammoth Bar, Auburn. Info: 916/631-7900.

CALIFORNIA MOTOROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - CMC, Golden State Nationals North - Rnd 4, Sacramento Raceway, Sacramento. Info: 916/363-2653.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Over the Hill Gang, Glen Helen Raceway, San Bernardino. Info: 310/864-6875.

CALIFORNIA HARE SCRAMBLES - Dusters MC/D-37, "Sissy Run", Lucerne Valley, Lucerne. Info: 310/376-1329.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/Plonkers Trials Club, Rnd 2, Lucerne Valley/Cougar Buttes, Lucerne. Info: 714/633-5070.

CALIFORNIA MOTOCROSS - AHRMA, Regional Vitnage Motocross, Tulare Cycle Park, Tulare. Info: 209/685-0503.

• FLORIDA MOTOCROSS - South Florida Motocross Spring Series, County Line Raceway, Ona. Info: 407/333-2356.

GEORGIA ENDURO - SE&TRA, Cherokee Enduro, Greensboro. Info: 404/922-8234.

GEORGIA HARE SCRAMBLE - SE&TRA, Crazy Horse Hare Scramble, Twelve Lakes Hare Scramble Course, Buena Vista. Info: 912/649-2028 or 912/649-9028.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen. Info: 404/941-8464.

IOWA SHOW - J&P Promotions, 15th Annual M/C Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

• KANSAS MOTOCROSS - K.O.R.R., Silver City, Sterling. Info: 316/636-5113.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

NEVADA CROSS COUNTRY - S.N.A.R.E., Cross Country Series, Jean. Info: 702/452-8157.

NEW JERSEY SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza & Super Series bike show, Meadowlands Conv. Center, Secaucus. Info: 319/462-6011.

• NEW MEXICO MOTOCROSS - Clovis Sportcycle Association, Clovis Sportcycle Complex, Clovis. Info: 505/762-7267.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2534.

• NEW YORK ICE RACE - Empire State Riders Assn., Braser Falls. Info: 518/483-3423 or 518/483-0162.

• NEW YORK ICE RACE - Tri-State Motorcycle Club/AMA/Dist. 34, Lembo Lake, Modena. Info: 914/564-4814.

NORTH CAROLINA MOTOCROSS - AMA/Dist. 29/Dublin MX, Dublin. Info: 910/865-3201.

• OHIO MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - 5th Annual Oklahoma Championship Series - Rnd 1, Lawton. Info: 405/355-1106.

TEXAS VINTAGE MX - TVRC, Spring Series - Rnd 1, Burleson MX Park, Burleson. Info: 817/282-0408.

• TEXAS MOTOCROSS - A&S Racing, North East Texas, Bonham. Info: 903/583-7268.

• TEXAS DIRT TRACK - AMA, 15th Annual Pre Daytona Half Mile, Devils Bowl Speedway, Dallas. Info: 214/216-5520.

• TEXAS CROSS COUNTRY - Texas Cross Country Racing Assoc., Gholson. Info: 214/394-9168.

Wed, March 1

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info; 916/363-2653.

March 4 -5

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Big Scrub Trail Riders, Silver Springs. Info: 904/245-3359.

Sat, March 4

• CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer MX Series - Rnd 1, Perris Raceway, Perris. Info: 909/ 943-3302.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-8916.

• NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton MotoSports Park, Bridgehampton. Info: 516/924-2399.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Vinton County Fairgrounds, McArthur. Info: 614/596-2057.

FINISH CYCLE WEEK OFF RIGHT!!!

OKLAWAHA ENDURO MARCH 12, 1995 OCALA NATIONAL FOREST

Presented By the Azalea City M.C. of Palatka, Florida

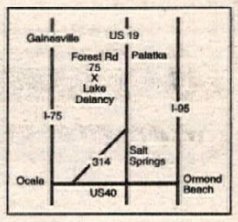
Registration & Tech Inspection
Saturday 3:00 to 6:00 pm
Sunday 7:00 to 8:30 am
Riders Meeting Sunday 8:30 am
Key Time 9:01 am

Motorcycle Inspection Requires Street Legal Head & Tail Lights, Tag, Mirrors, Horn and Spark Arrestor (92db). All Motorcycles Will Be Inspected At Start Of Enduro, Highways will Be Used Requiring Strict Enforcement Of Inspection
NO REFUND IF YOU FAIL INSPECTION!

Approximately 100 Miles Long, Ample Resets For C Riders.
Ride With Top Riders From All Over The U.S.

FTR CLASSES WILL BE RUN
Camping Available At Lake Delancy • Motels At Palatka & Ocala
Holiday Inn Palatka **(904) 328-3481**
Budget Inn Palatka **(904) 328-1533**

Call Gary Wyatt (904) 328-9747 or 684-2698
or Doug Qualls (904) 698-2887 or 467-9863
Pre-Entry By 3/1/95, **$25.00** Post Entry, **$30.00**
FTR Team Entry $1.00 Per Person Extra



Send Checks To:
Azalea City Motorcycle Club, Inc., P.O. Box 481, Hollister, FL 32147

Thousand Oaks Kawasaki
DRIVE A LITTLE SAVE A "BUNDLE" Call Us Before You Buy
Let the good times roll.

ALL 1995 KX MODELS IN STOCK NOW!
SPECIAL DISCOUNTS ON BIKES AND PARTS TO ALL RACERS!
Full Stock of KX Parts in House!
We Ship Anywhere!
Trackside Support Dealer
Limited Supply
Thousand Oaks Kawasaki
2388 E. Thousand Oaks Blvd.,
Thousand Oaks, CA 91360 (805) 497-3765

JOIN OUR 1995 RACING TEAM

TULARE CYCLE PARK
Tulare, CA Event Calendar (209) 685-0503
Saturday, February 25
AHRMA Regional Vintage T.T. Dirt Track
Sunday, February 26
AHRMA Regional Vintage Motocross
(Pre-1974 Motorcycles Only - Bomber Class -1975-1982)
Saturday, March 4 Open MX Practice
All Events Motorcycles Only
M.X. Practice 10 a.m. to 3 p.m.

GFI RACING (909) 943-3302

Thurs., Feb. 23	GFI Thursday Practice Day	Perris
Sun., Feb. 26	GFI CA Winter Series Showdown*	Perris
Wed., Mar. 1	GFI Wednesday Practice Day	Perris
Sat., Mar. 4	GFI Super Saturday MX	Perris
Wed., Mar. 8	GFI Wednesday Practice Day	Perris

* = Contingency Programs Available
A RIDER FOR THE RIDERS

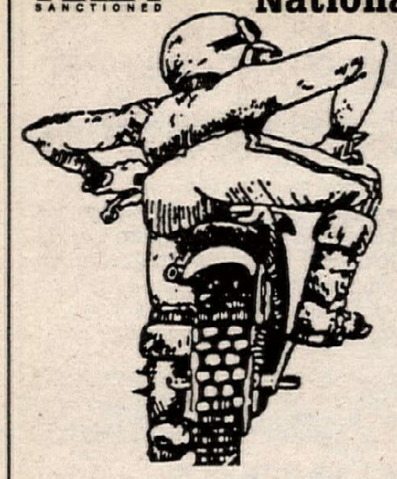
March 17-19
International MX Final
Lake Whitney Cycle Ranch
Whitney, Texas
Info: 817-694-2901
GNC MOTOCROSS

MOTO SPORTS
ATK • DUCATI • HUSQVARNA
Des Moines, IA (515) 285-8014

WEEKLY.
Not Monthly.
CYCLE NEWS

AMA SANCTIONED

WISECO/YAMAHA/DUNLOP/MOOSE National Cross Country Series



March 6/7 (M/T) (Round 1)
OCALA MOTORSPORTS - Ocala, FL
I-75 to Exit 71, Rt. 326 E 1/2 mile, Rt. 441 S 1 mile
Monday - quads/Tuesday - bikes
(Non mandatory bike practice Monday 3:00)

March 25/26 (Round 2)
HICKORY - Hickory, NC
I-40 W of Statesville to Exit 123, Hwy 127 S 5 miles

Best 8 scores count toward 1995 Series Championship

Entries and Information
RACER PRODUCTIONS
Rt. 7 Box 459
Morgantown, WV 26505
(304) 594-1157

SATURDAYS
Quads Race Noon

SUNDAYS
Bikes Race Noon

WISECO SCOTT YAMAHA Moose DUNLOP Stick With Us

CANYON MOTOCROSS Peoria, Arizona

Be a part of the 1st Series of 1995 at CANYON RACEWAY MOTO-X!

New Owners! Improved Facilities!
Great Prizes!

The Saguaro Classic

ROUND #2	Sun., Feb. 5th
ROUND #3	Sun., Feb. 12th
ROUND #4	Sun., Feb. 19th
ROUND #5	Sun., Mar. 5th
ROUND #6	Sun., Mar. 19th

PROS 100% Payback
(must have at least 5 riders per class)

"CANYON BUCKS" awarded at end of series based on overall points. Redeemable at authorized shops. Must be CMX member to receive "CANYON BUCKS"
CMX Membership - $30.00 per year
AMA Membership - $29.00 per year

Directions: Take I-17 North to Carefree Highway. west on Carefree Highway to Lake Pleasant Rd. Cross Lake Pleasant onto dirt road. Follow signs to track.

ENTRY FEES	CMX member	Non member	GATE FEES	
PRO	$30.00	$35.00	12 and up	$10.00
Amateur	$25.00	$30.00	Seniors & 6-11	$5.00
Minis/PeeWee	$20.00	$25.00	Under 6	Free

FREE OVERNIGHT PARKING

Call for More Information (602) 258-RACE

GLEN HELEN

EVENT CALENDAR

Sat., Feb. 25	MX Practice on National Track 8:00am till noon. On Vintage Track till 3:00pm
Sun., Feb. 26	Budweiser Blockbuster Pavilion MX Series Rnd #1 Two Race Series Feb. 26 & Mar 26
Thurs., Mar. 2	MX Practice on National Track & Vintage Track 8:00am till noon
Sat., Mar. 4	Malcolm Smith Motorsports Grand Prix
Sun., Mar. 5	Malcolm Smith Motorsports Grand Prix
Thurs., Mar. 9	MX Practice on National Track & Vintage Track 8:00am till dusk
Sat. & Sun. Mar. 11&12	USA Sand Drags – No MX Practice
Thurs., Mar. 16	MX Practice on National Track & Vintage Track 8:00am till dusk

WHAT'S HAPPENING
BLOCKBUSTER MX - FEB. 26TH
MALCOLM SMITH GP - MAR. 4&5TH

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

DAYTONA

Thursday - Sunday
MARCH 9-13
Volusia County Fairgrounds
Buy-Sell-Trade
New & Used Parts Galore!
Indoor, 4 Big Days, Rain or Shine
Dealers from All Over the Country
Opens 10 a.m. Daily
Vendor Space Available

Special: THURSDAY: "Sidecar & Trike Day & Show". All Sidecars & Trikes get in FREE. Sign-up 12:30 - 2:30; Judging 3:00. FRIDAY: "Antique Bike Day & Show". All Stock 20 Years or Older get in FREE. 10 Classes; Sign-up 12:30 - 2:30; Judging 3:00. SATURDAY: "European Bike Day & Show". All Bikes from Europe in FREE. Sign-up 12:30 - 2:30; Judging 3:00

JAM-ON PRODUCTIONS
For more information call (301) 336-2100

Sandhill Motorsports Park
Chesterfield, South Carolina

SUNDAY MARCH 5
First Race of Ultra Series
Over $360,000 in Prizes & Contingencies for Series

Practice 8:30 am
Race 10:00 am
Info: (803) 623-2036

SUBSCRIBE TODAY!
800-831-2220
CYCLE NEWS

County of Santa Clara, CA
MOTORCYCLE PARK

- 600 acres containing over 30 miles of beginner to advanced trails.
- Newly designed MX track - groomed & watered.
- Novice/beginner motocross and oval tracks.
- Park visitor center with exhibits and replacement parts sales.

For more information call: (408) 226-5223
It is advised you call prior to visiting through March '95, Due to recent major storm damage to the trails.

CRC California Race Schedule

100% PRO PAYBACK

Sun., Feb. 26	CRC MX	L.A.C.R.
Sun., Mar. 5	CRC MX	L.A.C.R.
Sat., Mar. 11	Old Timers Nationals	L.A.C.R.
Sun., Mar. 12	Old Timers Nationals	L.A.C.R.
Sun., Mar. 12	CRC MX	Castaic Lake
Sun., Mar. 19	AHRMA	L.A.C.R.

Saturday Practice • 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

SOUTH CAROLINA HARE SCRAMBLE - Mid East, Eiloree Trainer Hare Scramble, Santee. Info: 704/484-9000 or 704/937-9177.

Sun, March 5

• ARIZONA MOTOCROSS - CMX/AMA, The Saguaro Classic - Rnd 5, Canyon Raceway, Peoria. Info: 602/258-RACE.

CALIFORNIA ENDURO - Chaparrals M.C./D-37, Red Mountain. Info: 714/528-3007.

• CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.

• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALFORNIA ENDURO - Chaparrals M.C., Teagle Wash, Red Mountain. Info: 714/528-3007.

CALIFORNIA MARATHON - One mile scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CANADA ICE RACE - Iceman, Quarr Oaks, Winnipeg, Manitoba. Info: 204/878-9350.

• FLORIDA HALF MILE - AMA/MARS, Volusia County Speedway, Barberville. Info: 803/272-9938.

• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, 2-hour, Sprockets II River Track, Arkansas City. Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - Kansas State Forward Motion Hare Scrambles Championship, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

LOUISIANA TT - Outlaw Races, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa Motocross Gran Prix - Rnd 1, Cantamar Sand Dunes, Rosarito, Baja California. Info: 011/52-661-22525.

MINNESOTA SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza & Super Series bike show, St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info: 319/462-6011.

OHIO HARE SCRAMBLES - Salem Motorcycle Club, Salem. Info: 216/427-6645.

PENNSYLVANIA MOTOCROSS - The Challenger Raceway, Jacksonville. Info: 412/726-5495.

SOUTH CAROLINA ENDURO - SE&TRA, Sandlapper Enduro, Pelion. Info: 404/922-8234.

• TENNESSEE MOTOCROSS - Dallas Ricker, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

Wed, March 8

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Thur, March 9

FLORIDA ENDURO - SE&TRA, Alligator Enduro, Daytona Beach. Info: 404/922-8234.

Fri, March 10

CALIFORNIA SWAP MEET - Intershows Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-0515.

March 11-12

CALIFORNIA MOTOCROSS - Old Timers/OTHG, Winternationals, L.A. County Raceway, Palmdale. Info: 310/864-6875 or 805/272-8889.

• TENNESSEE MOTOCROSS - AMA/Victory Sports, Mega Series, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

Sat, March 11

• CALIFORNIA MOTOCROSS - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - Greg Scheid and Associates Racing, Metcalf Park, San Jose. Info: 408/972-8063.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer MX Series - Rnd 1, Perris Raceway, Perris. Info: 909/ 943-3302.

CALIFORNIA DIRT TRACK - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

• CANADA ARENACROSS - CMA/Future West, Agrifair Arena, Abbotsford Fairgrounds, Abbotsford, British Columbia. Info: 604/794-3824.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

KENTUCKY GRAND PRIX - K.T.M.X.A., TK Raceway, Draffenville. Info: 502/527-8409.

• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

• NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton MotoSports Park, Bridgehampton. Info: 516/924-2399.

Sun, March 12

• CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.

• CALIFORNIA MOTOCROSS - CRC, Castaic Lake, Castaic. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - Invaders M.C./D-37, Saucer Rnd '95, Lucerne Valley, Lucerne. Info: 310/376-1329.

CALIFORNIA DIRT TRACK - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

CANADA ICE RACE - Iceman, Quarry Oaks, Winnipeg, Manitoba. Info: 204/878-9350.

FLORIDA ENDURO - Florida Trail Riders/Azalea City M/C Club, Ocal National Forest, Palatka. Info: 904/684-2968.

• FLORIDA MOTOCROSS - South Fl. MX Club, Motocross of Marion County, Reddick. Info: 904/591-2050/591-2377.

• FLORIDA MOTOCROSS - South Florida Motocross Spring Series, RPMC, Homestead. Info: 407/333-2356.

• GEORGIA MOTOCROSS - Georgia Spring Series - Rnd 1, Bremen MX, Bremen. Info: 404/941-8464.

• KANSAS MOTOCROSS - K.O.R.R., Green Acres, Marion. Info: 316/636-5113.

• KANSAS MOTOCROSS - KMSA/Midwest Motocross, Great Bend. Info: 913/842-8272, 316/792-7513.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MISSOURI HARE SCRAMBLES - Mo. Mudders, St. Joe State Park, Park Hills. Info: 314/392-2475.

• NORTH CAROLINA MOTOCROSS - AMA, Devil's Ridge, Ultra Series, Sanford. Info: 919/776-2414 or (919) 776-1767.

NORTH CAROLINA HARE SCRAMBLE - Mid East, Stateline Hare Scramble, Grover. Info: 704/484-9000 or 704/937-9177.

• NORTH CAROLINA MOTOCROSS - AMA/Elizabeth City Motorcycle Club, Elizabeth City MX Track/Competition Park, Elizabeth City. Info: 804/548-1052.

• OHIO MOTOCROSS - AMA/D-11/American Motosports, Inc., Vinton County Fairgrounds, McArthur. Info: 614/596-2057.

OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Ass/Oklahoma Dirt Riders, Lake Draper ORV area, Oklahoma City. Info: 405/769-3328.

• TENNESSEE MOTOCROSS - Dallas Ricker, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

TEXAS VINTAGE MOTOCROSS - TVRC, Spring Series - Rnd 2, Thunder Mountain Motorplex, Rusk. Info: 817/282-0408.

TEXAS CROSS COUNTRY - TCCRA, Flying "P" MX Park, Weatherford. Info: 214/394-9168.

• WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Wed, March 15

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 17-19

• TEXAS MOTOCROSS - GNC, International Motocross Final, Lake Whitney Cycle Ranch, Whitney. Info: 817/694-2901.

March 18-19

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

TENNESSEE OBSERVED TRIALS - STRA, Tucker Rocky Silkolene Championship Series, Jasper. Info: 205/880-9561.

Sat, March 18

• CALIFORNIA MOTOCROSS - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer MX Series - Rnd 1, Perris Raceway, Perris. Info: 909/ 943-3302.

CALIFORNIA DIRT TRACK - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

• PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• WASHINGTON OFF-ROAD - MTEG, Ultracross Series, Kingdome, Seattle. Info: 714/254-3001.

Sun, March 19

• ARIZONA MOTOCROSS - CMX/AMA, The Saguaro Classic - Rnd 6, Canyon Raceway, Peoria. Info: 602/258-RACE.

CALIFORNIA GRAND PRIX - Over the Hill Gang, Edwards AFB, Edwards. Info: 310/864-6875.

• CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.

CALIFORNIA GRAND PRIX - CRC, Outlaw GP, Edwards AFB, Edwards. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AHRMA, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ENDURO - Prospectors

/C/D-37, 40th Annual Gold Rush nduro, Red Mountain/Searles tation, Red Mountain. Info: 818/344-151.

ALIFORNIA MARATHON - One mile crambles track, San Jose airgrounds, San Jose. Info: 408/295-906.

LORIDA MOTOCROSS - MA/Florida Motosports Racing, oretta Lynn qualifier, Ocala. Info: 04/867-5183.

EORGIA HARE SCRAMBLE - E&TRA, Crazy Horse Hare crambles, Buena Vista. Info: 06/468-1328.

EORGIA ENDURO - AMA/Cherokee /C, National Series, Greensboro. nfo: 706/354-6575.

DAHO HARE & HOUND - AMA/Dirt nc., National Series, Murphy. Info: 08/459-0910.

KANSAS HARE SCRAMBLES - Vichita Jeeps M/C, W.J.M.C. lubgrounds, Wichita. Info: 316/772-107 or 772-5364.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 06/472-3442.

KENTUCKY MOTOCROSS - AMA/West KY Motocross/KTMYA, owes. Info: 502/642-2345 or 674-525.

LOUISIANA TT - Outlaw Races, Swampland Raceway, Grand Prairie. nfo: 318/363-3734.

MARYLAND MOTOCROSS - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MARYLAND HARE SCRAMBLES - AMA/Dist. 7/Antietam M.C., Hagerstown. Info: 301/797-8686.

PENNSYLVANIA SHOW - J&P Promotions, 7th Annual M/C Parts Extravaganza & Super Series bike show, Farm Show, Harrisburg. Info: 319/462-6011.

PENNSYLVANIA MOTOCROSS & HARE SCRAMBLES - AMA/BER/KAZ Promotions, Field of Dreams MX Park, Boswell. Info: 814/539-3154.

WASHINGTON MOTOCROSS - CMC/Squisher Racihng, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WISCONSIN SHOW - J&P Promotions, 14th Annual M/C Parts Extravaganza Dane County Expo Center, Madison. Info: 319/462-6011.

Wed, March 22

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

March 25-26

ILLINOIS SHOW - J&P Promotions, 11th Annual M/C Parts Extravaganza & Super Series bike show, McCormick Place North, Chicago. Info: 319/462-6011.

MISSOURI MOTOCROSS - AMA/Midwest Motosport, Loretta Lynn qualifier, Kahoka. Info: 816/727-2136.

TENNESSEE MOTOCROSS - AMA/Victory Sports, Loretta Lynn qualfier, Blountville. Info: 615/323-5497.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports, Loretta Lynn qualifier, Danville. Info: 804/836-3633 or 792-5355.

Sat, March 25

• CALIFORNIA MOTOCROSS - Racing Enterprises, "Carlsbad Saturday Motocross", Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer MX Series - Rnd 1, Perris Raceway, Perris. Info: 909/ 943-3302.

CALIFORNIA MOTORCYCLE SHOW & SWAP MEET - The Eighth Annual Clubman's All British Motorcycle Show & Swap Meet, Exhibition Hall, Santa Clara County Fairgrounds, San Jose. Info: 415/897-6145.

CALIFORNIA DIRT TRACK - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-8916.

• OHIO INDOOR SHORT TRACK - AMA/Old Time Newsies, 1/8 mile, Nutter Center, Dayton. Info: 513/222-7818.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, March 26

• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE & HOUND - AMA/D037/Huntington Beach M/C, Bessemer Mine Rd., Lucerne Valley. Info: 909/369-2956.

• FLORIDA MOTOCROSS - South Florida Motocross Spring Series, Orlando MX Park, Orlando. Info: 407/333-2356.

• GEORGIA MOTOCROSS - Hidden Canyon Raceway, Buena Vista. Info: 800/531-0677.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MISSOURI HARE SCRAMBLES - MXP, Fingerlakes, Columbia. Info: 314/392-2475.

NORTH CAROLINA ENDURO - SE&TRA, Brown Mountain Lights Enduro, Lenoir. Info: 404/922-8234.

• OKLAHOMA MOTOCROSS - Oklahoma State Championship Series - Rnd 2, Elk City. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - AMA/Victory Sports, Mega Series, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

TENNESSEE POKER RUN - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS VINTAGE MOTOCROSS - AHRMA, Southwestern Region Spring C'ship Series, Swan MX, Tyler. Info: 713/361-2936 or 713/497-3366.

• TEXAS CROSS COUNTRY - TCCRA, Mosier Valley MX Park, Euless. Info: 214/394-9168.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports, Answer/MSR Pro-Am Spring Series - Rnd 1, Danville. Info: 804/836-3633.

Wed, March 29

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

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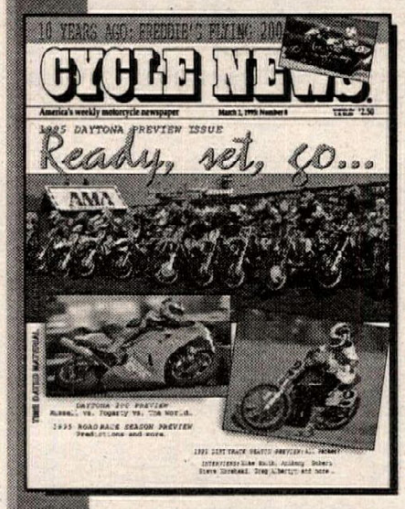

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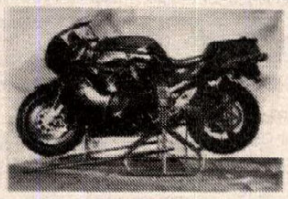

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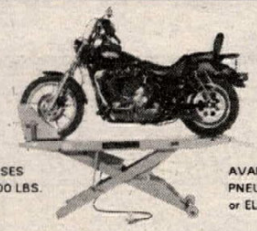

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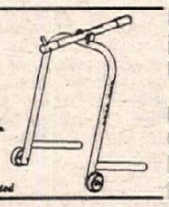

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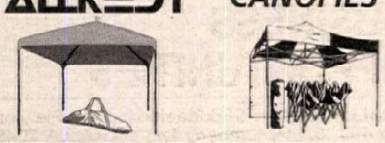

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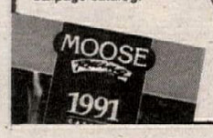

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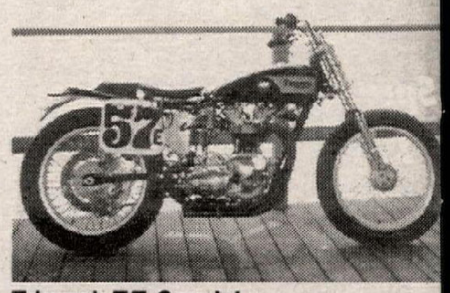

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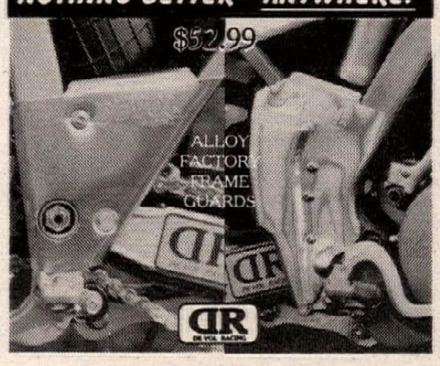

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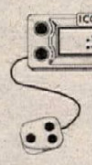

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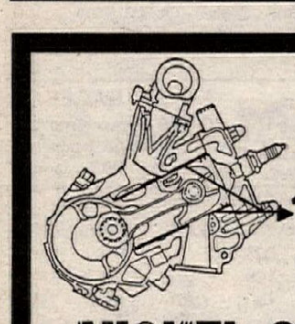

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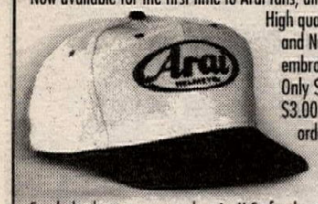

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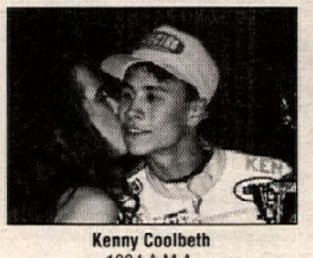
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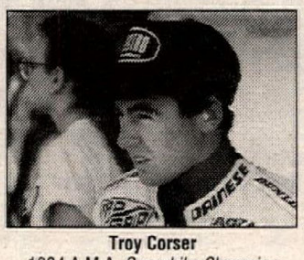
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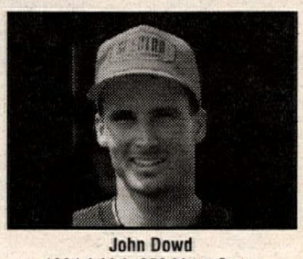
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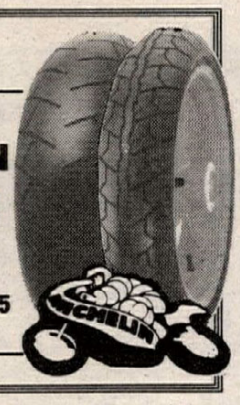

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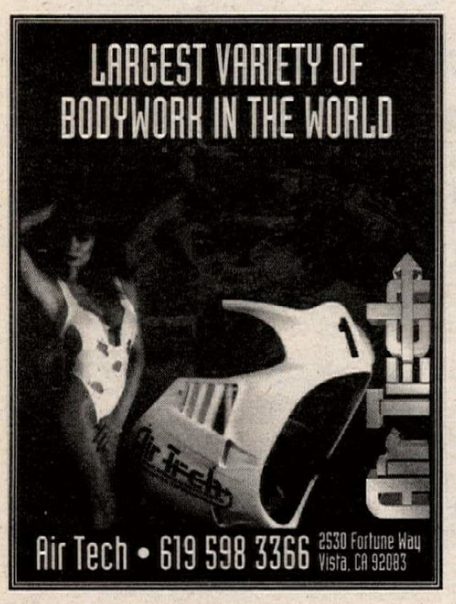

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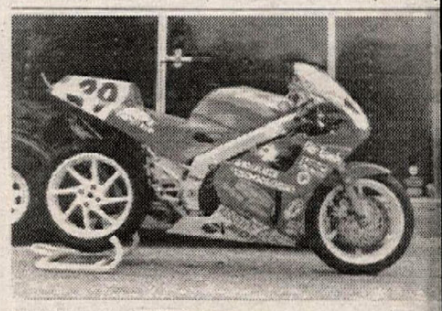

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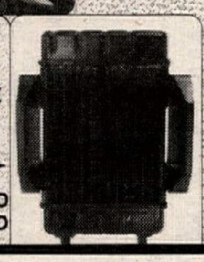

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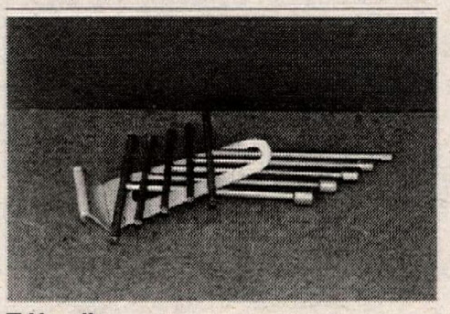

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Carbon bodywork uppers, lowers, tail section, new heads x 2, cyl x 2. New crank. Gear box and shafts. All Jets. Chain, sprockets. Misc. brake pads, levers, pistons, rings, pegs, gaskets, seals, lots of parts from spares kit! Will fax you item list. $3,300/obo. (707) 747-1469. CA. (108)

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Stock bike in excellent condition. 4,328 miles. $4,200. (205) 767-5106. AL. (108-09)

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6.5' x 12' shelves, roof vent, hauls 3 or 4 bikes. $2,900. (405) 732-8406, (405) 324-3682 work. OK. (108-09/P)

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XT based. Blown engine. White Bros., Fox, Sun. Tons of spares. $500 for everything. (707) 446-2627. CA. (108-09)

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900SL, prisitine showroom condition, 1,500 miles, just serviced, asking $10,900. (908) 681-6183. NJ. (308-10)

"91" THROUGH "93" CR125 rolling chassis's, call for parts pricing complete $600-$800. (206) 768-5117. WA. (308-11)

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Parting '91-'94 F2s, '93 GSXR
F2 engines, wheels, forks, gauges, etc. GSXR750 engine 1993 with 3k miles, misc. parts. Also parting Seca II, CBRF1, ZX6E. (919) 552-2552. NC. (308)

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Need 1994 CBR900 body and tank 1993-4, ZX7 body and tank, 1993-4 F2 body and tank. (919) 552-2552. NC. (308)

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Wheels, forks, plastics, meters, tank, swingarm, brakes, h-bars, plus other parts. (301) 609-9311. MD. (308)

1994 Husqvarna 360
Very low hours, new O'Neal handlebars, new chain, new sprockets, excellent condition, $2,950/obo. Must sell. Call Tim (703) 430-2897. VA. (308)

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The Ultimate Aprilia RS250
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DAY SIX

By Kit Palmer

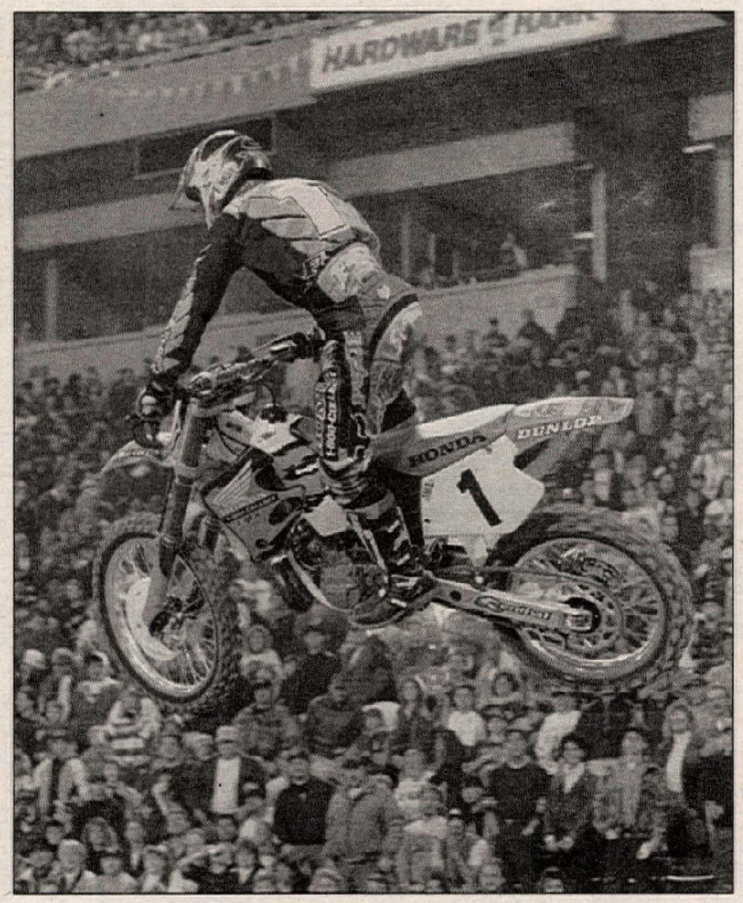
The Webster's New World Dictionary defines the word "dominate" as "to rule or control by superior power or influence." Kind of what Jeremy McGrath has been doing in the sport of supercross for over two years now, five years if you include his two 125cc West Coast Supercross titles in 1991 and '92. But since 1993, when he switched to the premier 250cc class, the 23-year-old Team Honda rider from Murrieta, California, has won 24 out of 35 supercross events he's competed in. This year McGrath, a two-time 250cc supercross champion, stands a good chance of breaking the all-time supercross win record set by Rick Johnson at 28, and he could also become only the second rider to win three consecutive supercross titles. The guy is simply remarkable. "Showtime" is arguably the best supercross racer the sport has ever seen, and believe it or not, I've already heard people going out on a limb, albeit a big fat and solid limb, and predicting that McGrath will win all 15 rounds this year. Personally, I don't think this will happen, there are just too many little things that can go wrong, and I'm sure McGrath will be the first to admit that, too. But wouldn't it be something if he did? Hey, he's already a third of the way there, and if there was ever a rider who possesses the talent to win every race, it's Jeremy McGrath.

It's his domination of the sport, however, that has caused some people to say that he's "ruining the sport of supercross." I just don't agree.

Now, this isn't the first time I've heard statements like this. It seems that whenever someone starts dominating their respective sport, people start to complain. I remember when Bob Hannah was ruling the stadiums - people were complaining just like they are now. They were tired of seeing Hannah's name in the headlines week after week. The same was true when Rick Johnson was unbeatable. "Johnson again?" they'd say. "Borrrring." And then there was Jeff Stanton, another rider who emerged on the scene and prompted the same reactions. Now it's Jeremy McGrath. Perhaps the most dominant supercross rider of them all.

The people who bag on McGrath say that he's making the racing "boring," and that they're "tired of seeing the same guy win all the time," and they "don't like watching him run away from everybody."

The funny thing is that almost all of these comments come from *within* the supercross racing industry - people who attend almost every race. I must admit that I'd like to see other riders win during the course of the year. After all, I do attend more supercross races a year than the average fan, but just because he is winning them all doesn't mean the sport is "going down the tubes." On the contrary, I believe supercross is still growing. For example, the last three supercross rounds (prior to the last round in San Diego) had huge spectator turnouts - over 55,000 fans walked through the turnstiles at both the Minneapolis and Anaheim rounds, and nearly 40,000 fans filled the Kingdome in Seattle. Yeah, supercross is doomed. Right.



I again concur that watching a Jeremy runaway week after week gets a little monotonous - at least as far as the actual, handlebar-to-handlebar racing is concerned. I do not, however, find it the least bit boring to watch McGrath ride, and I certainly don't think he's "ruining" the sport of supercross. After all, he is the best of the best. The cream of the crop. He is the master of supercross. So how could watching McGrath ride be dull? He's poetry in motion, the best supercross rider this planet has to offer. I don't have any problems watching McGrath pull away and win.

Hey, did the Miami Dolphins football team ruin the NFL by going undefeated in 1972? Did Rocky Marciano ruin boxing by going 59-0? Or, did the U.S. MX teams ruin the MX des Nations race by winning 14 years straight? Did anybody get tired of watching Hank Aaron hit 755 home runs? So why should watching someone win 24 supercross races be any different? I'm sure many of us never got the chance to see - in person - the Dolphins play a game during that 1972 season, or see Marciano win a bout, or Aaron crush one over the center field fence. But at least in supercross, you can still get the chance to watch Jeremy McGrath do his thing, and perhaps watch history in the making - five more wins will do it.

I guess that some of the insiders forget that the average supercross fan gets to see perhaps one supercross race a year, and this is their only chance to see their heroes like McGrath ride. It's kind of like going to one major league baseball game a year. While the game itself might be "boring" to some, these same people will tell you it's still fun to go and see a game once in a while and watch some of baseball's best players have at it. I agree that when it comes to supercross - or motocross, for that matter - the closer the racing the better. But half the fun of going to the races is just seeing your heroes "live." There's nothing quite like seeing a famous racer up close and personal, especially when those racers are wearing the same riding gear and helmets, sitting atop the same race bikes that you see in the magazines.

I remember when I was a kid and my dad took me to the 500cc U.S. GP at Carlsbad. I was so excited, and it really wasn't because I thought I was going to see a tight race. In fact, I couldn't have cared less if the racing was close or not. All I cared about was seeing Roger DeCoster up close, and seeing for myself that one-of-a-kind, classic - head down, slightly hunched over - DeCoster riding style in action. I wasn't thinking, "I hope it's going to be a close race today." Just seeing DeCoster, the multi-time World Champion, standing there in the pits chatting with Gerrit Wolsink was more memorable than the race itself, and that alone was worth the price of admission. In fact, I don't even remember any details of the race, just that Wolsink won, and that I was somewhat bummed that DeCoster didn't. And what was it that made me notice DeCoster in the first place? The fact that he won a lot of races! Did DeCoster ruin GP motocross by winning five titles in six years? I think you know the answer.

I can also remember attending my first supercross race, back when Hannah was winning week after week. At that time I hated seeing him take the checkered flag going away - I was tired of it. Besides, I was a Kent Howerton fan. But I really didn't care who won as long as it wasn't Hannah. Well, he won anyway but I had fun rooting against him. You know, the funny thing was that afterwards, I really wasn't all that bummed that he had won. He was, after all, at that time the very best, and I got the chance to see him win.

To me the actual racing action is almost secondary, especially when it comes to National- or World-caliber sporting events. I mean, you can see close racing every week at your local motocross track, but it's not every week you can see Jeremy McGrath do a nac-nac over the triples while leading the best supercross racers in the country. To me, close racing is a bonus, not a prerequisite. Racing just gives guys like Hannah, Johnson and McGrath a chance to strut their stuff, preferably side by side with another racer, in front of thousands of people and cameras. Heck, I'd pay $20 or $30 to just watch Jeremy McGrath ride 20 laps around a supercross track *alone* if I had to. It's like paying to see the Mona Lisa in a museum.

So when I hear people say that Jeremy McGrath is ruining supercross I just take it with a grain of salt. In my opinion, a dominant rider can improve the sport's popularity just as much as a close series points chase can. I just can't picture a true supercross fan not attending a supercross round when it visits his or her town just because someone, such as McGrath, has a commanding points lead or is all but guaranteed to win.

That would be like a movie-goer not wanting to see *Forrest Gump* just because it's been nominated for 13 Academy Awards. CN

LOOKING BACK...

25 YEARS AGO...
March 10, 1970

Our **Special Trials Issue** featured a cover photo of a competitor clearing a log in the SCTA Trials at Saddleback Park in California...Pacific Coast Honda advertised free large-screen **motocross and desert racing films** at the Peck Park Auditorium...**Max Switzer** swiped the Las Vegas European Scrambles win...A small item entitled, "Meet **Brad Lackey**" featured a facial photo of the promising 16-year-old up-and-comer. "Hopefully, Lackey can make the international scene," said the story...The **Prospectors M.C.** held a ISDT Qualifier north of Mojave, though the winner hadn't been determined as of press time...Despite a flat front tire, **Whitey Martino** bested **J.N. Roberts** at an Adelanto desert race.

15 YEARS AGO...
March 5, 1980

We interviewed **Brad Lackey**, and ran his photo on the front page. In the story, Lackey said, "If I can win it one time, I'll be happy."...**Bernie Schreiber**'s Bultaco trials sidecar was tested...A review of **Peter Starr**'s movie, Take it to the Limit, concluded that the film was worth seeing...**Mike Hannon** started the National Championship Enduro Series off with a win in Red Mountain, California...**Kent Howerton** overcame a bruised arm to win the delayed Oakland, California, Supercross...The Red Mountain, California, Moose Run was won by **Bob Balentine**.

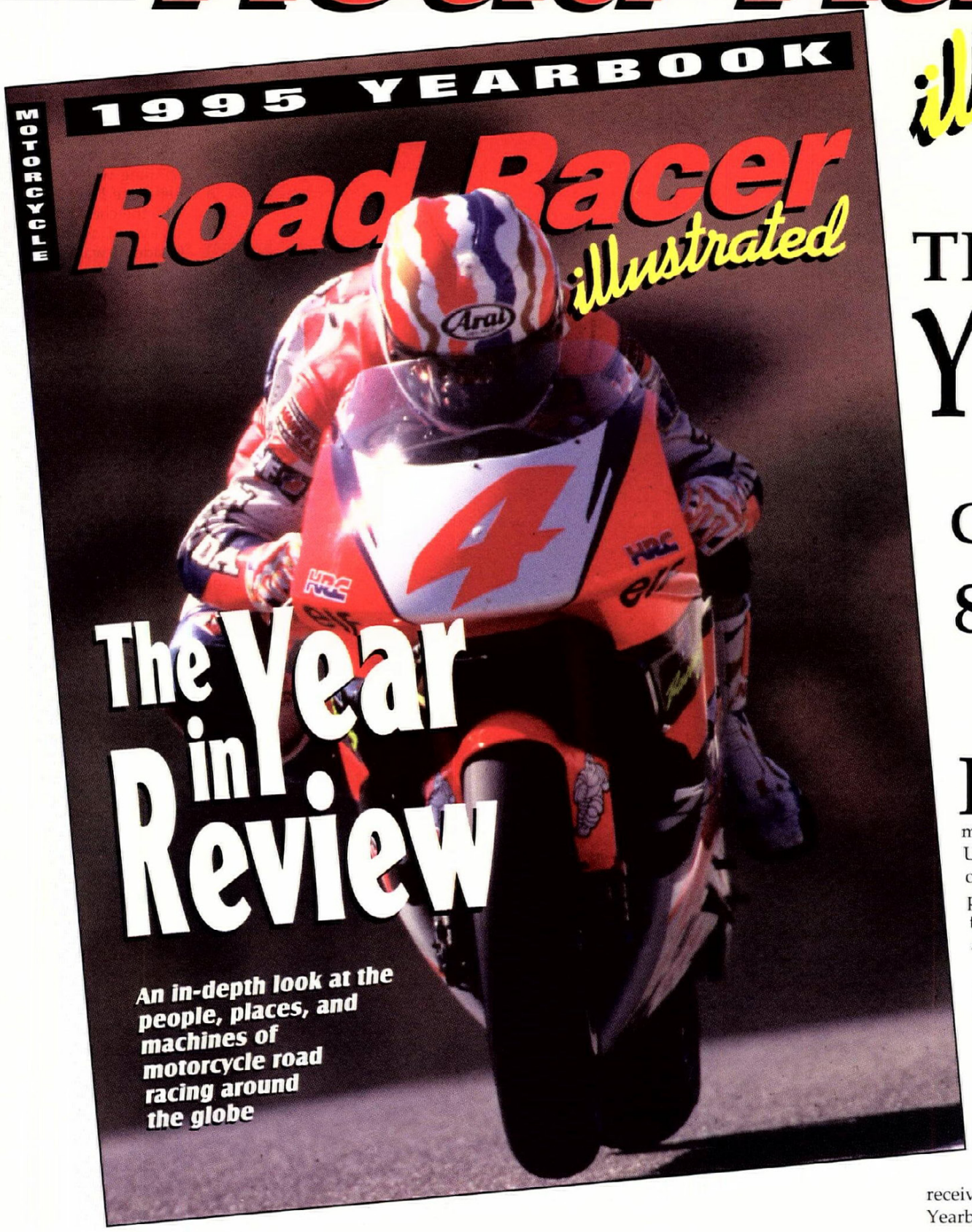
5 YEARS AGO...
February 28, 1990

Larry Ward was our cover boy, having won the the Seattle Supercross...**Ted Hunnicutt** moved into the Hare & Hound Series points lead with a win at the Moose Run in Ridgecrest, California...**Tallon Vohland** dominated the Cow Palace Indoor MX in San Francisco...**Don Estep** won the Troy, New York, Pro Indoor Ice Race, while **Garth Brow** was victorious at the series' Syracuse, New York round...-**Mike Healey** won the 125, 250 and 500cc Pro classes at the Golden State Nationals in Sacramento, California...-We tested the brand-new **Husaberg MC501**...**Ryan Huffman** and **Dan Ulven** were the big winners at the San Diego Amateur Supercross. CN

MOTORCYCLE

1995 YEARBOOK

Road Racer *illustrated*



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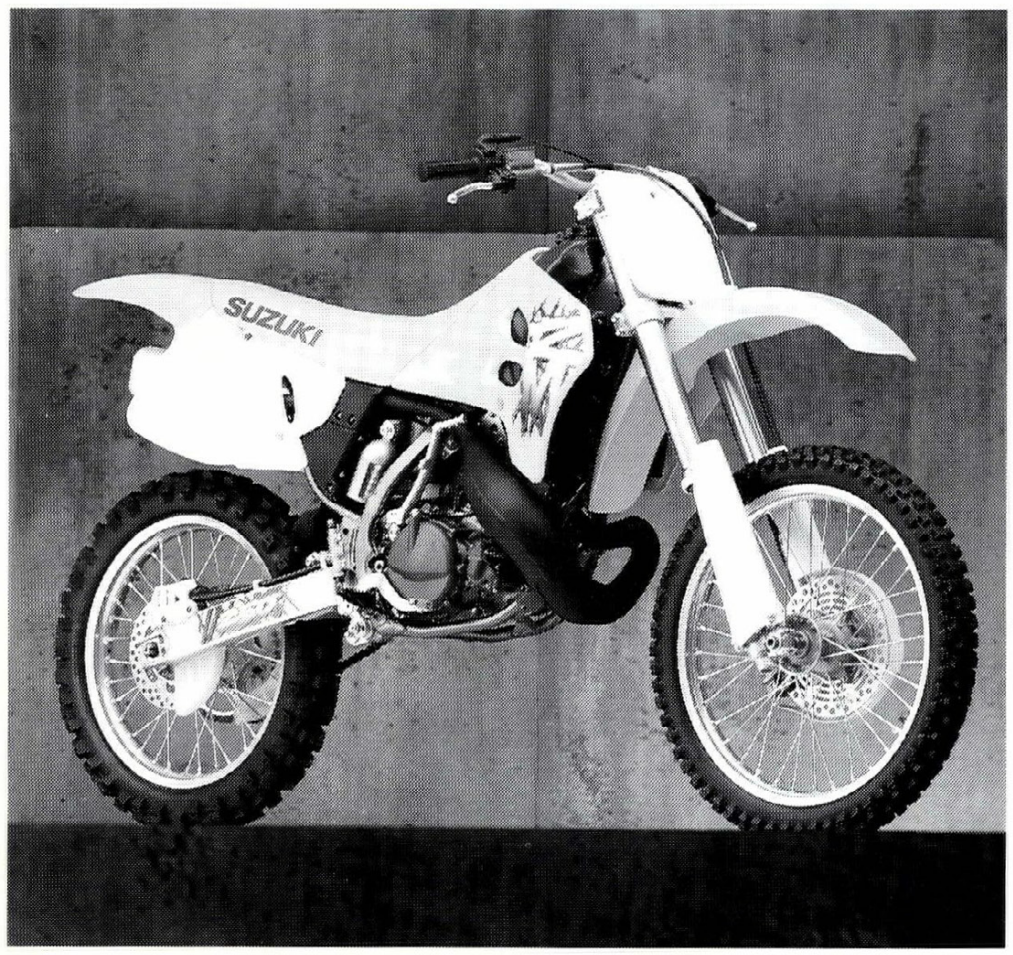

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2344 El Camino Real
Santa Clara, CA 95050
(408) 246-7323

SANTA CLARITA
Saugus Suzuki
26081 B Bouquet Cyn. Rd.
Santa Clarita, CA 91350
(805) 254-2929

VAN NUYS
Suzuki of Van Nuys
16141 Sherman Way
Van Nuys, CA 91406
(818) 994-2882

VICTORVILLE
Victorville Suzuki/Kawasaki
14327 Amargosa Rd.
Victorville, CA 92392
(619) 241-2FUN

FLORIDA

LONGWOOD
Cycle Riders Suzuki of Longwood
881 North Hwy. 17-92
Longwood, FL 32750
(407) 695-4900

MIAMI
Motoport U.S.A.
1200 NW 57th Ave.
Miami, FL 33126
(305) 264-4433

ORLANDO
Cycle Riders Suzuki of Orlando
4101 Old Winter Garden Road
Orlando, FL 32805
(407) 295-0045

TAMPA
Honda Suzuki Kawasaki West
13521 N. Florida Ave.
Tampa, FL 33613
(813) 968-7888

WEST PALM BEACH
Cycles of Palm Beach
2353 N. Military Trail
West Palm Beach, FL 33064
(407) 683-1642

GEORGIA

CANTON
Cherokee Suzuki
9450 Knox Bridge Hwy. 20W
Canton, CA 30114
(404) 479-3340 or 479-4501

DALTON
Suzuki-Yamaha of Dalton, Inc.
205 East Waugh St.
Dalton, GA 30721
(706) 278-1620

ROSWELL
Roswell Fun Machines
11270 Elkins Rd.
Roswell, GA 30076
(404) 442-8460

ILLINOIS

DEKALB
Tuf Suzuki
2727 Sycamore
Dekalb, IL 60115
(815) 756-3588

EFFINGHAM
RL Suzuki-Polaris
804 S. Henrietta
Effingham, IL 62401
(217) 347-5065

LIBERTYVILLE
Northern Illinois Honda Yamaha Suzuki
611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7110

INDIANA

VALPARAISO
Buck's Suzuki & Yamaha, Inc.
2105 LaPorte Rd.
Valparaiso, IN 46383
(219) 462-6911

IOWA

SIOUX CITY
Bak Honda Suzuki Kubota Center
2142 Hwy. 75N
Sioux City, IA 51105
(712) 255-7955

COUNCIL BLUFFS
Action Moto Sports
1010 Creek Top
Council Bluffs, IA 51503
(712) 328-0544

MICHIGAN

LINCOLN PARK
Bright Kawasaki Suzuki Yamaha
3954 Dix
Lincoln Park, MI 48146
(313) 382-1220

MT. CLEMENS
Macomb Cycles, Inc.
46860 Gratiot
Mt. Clemens, MI 48051
(810) 949-4000

NEW JERSEY

LODI
Bergen Suzuki
30 Route 46 East
Lodi, NJ 07644
(201) 641-0100

PLEASANTVILLE
Motion Enterprises Honda-Yamaha
Kawasaki-Suzuki
2907 Fire Road
Pleasantville, NJ 08232
(609) 645-8181

RAMSEY
Suzuki of Ramsey
995 Rt. 17 South
Ramsey, NJ 07446
(201) 825-3333

SUSSEX
Sussex Motorsports
446 Route #23
Sussex, NJ 07461
(201) 875-5400

WOODBRIDGE
Woodbridge Powersports
1530 Rt. 9
Woodbridge, NJ 07095
(908) 855-8500

NEW YORK

FREEPORT
Orient Express
41 Sunrise Highway
Freeport, NY 11520
(516) 867-6363

NORTH CAROLINA

SANFORD
Honda-Suzuki of Sanford
P.O. Box 2520 3128 South Horner Blvd.
Sanford, NC 27330
(919) 775-3638 (800) 951-3638 (Inside NC)

OHIO

AMHERST
Penton Honda-Suzuki
1423 Foster Park Road
Amherst, OH 44001
(216) 282-5108

DAYTON
F & S Suzuki
7200 N. Dixie Dr.
Dayton, OH 45414
(513) 898-7703

TOLEDO
Honda East Yamaha Suzuki
1230 Conant St.
Toledo, OH 43537
(419) 891-1230

OKLAHOMA

DEL CITY
Oklahoma Honda-Suzuki
3400 S. Sunnylane
Del City, OK 73115
(405) 672-1423

ELK CITY
Elk City Kawasaki-Suzuki-Polaris
625 N. Van Buren
Elk City, OK 73644
(405) 225-6043 - (800) 216-9891

OREGON

HILLSBORO
Hillsboro Honda Suzuki
338 SW Oak
Hillsboro, OR 97123
(503) 648-4555

SALEM
Cycle County Honda-Suzuki
1230 Broadway NE.
Salem, OR 97303
(503) 378-0532

PENNSYLVANIA

ALLISON PARK
Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

TREVOSE
Bromley Suzuki
635 Somers Ave.
Trevose, PA 19053
(215) 357-1534

SOUTH CAROLINA

MYRTLE BEACH
Myrtle Beach Suzuki
4655 Hwy. 17 Bypass S.
Myrtle Beach, SC 29577
(803) 293-5808

TENNESSEE

COLUMBIA
Sarges Cycles Inc.
314 East Campbell Blvd.
Columbia, TN 38401
(615) 388-6133

PARIS
Suzuki of Paris
312 E. Wood St.
Paris, TN 38242
(901) 642-0511

TEXAS

AMARILLO
Sharp's Motorsports
4413 I-40 East
Amarillo, TX 79104
(806) 373-3053

ARLINGTON
Arlington Suzuki Polaris
2202 E. Abram
Arlington, TX 76010
(817) 261-0706

CORSICANA
Jef's Suzuki
1608 W. 7th Ave.
Corsicana, TX 75110
(800) 947-0064

FT. WORTH
Yamaha Suzuki of Texas
5709 Hwy 121
Ft. Worth, TX 76117
(817) 831-0903

LAREDO
Frontera Motorcycle Sales Inc.
Suzuki of Laredo
3002 Santa Ursula IH-35 S.
Laredo, TX 78040
(210) 727-7301 FAX: (210) 727-7386

MT. PLEASANT
Nicholson Yamaha/Suzuki
1500 W. Ferguson Rd.
Mt. Pleasant, TX 75455
(903) 572-3681

PLANO
Plano Fun Center
2901 N. Central Expwy. Suite 106
Plano, TX 75075
(214) 422-4111

UTAH

MT. PLEASANT
Ron Greene Sports Center
96 S. State
Mt. Pleasant, UT 84647
(801) 462-2425

VIRGINIA

BRISTOL
Bare Brothers Inc.
3101 Lee Highway
Bristol, VA 24201
(703) 669-1000

VERMONT

ESSEX JUNCTION
Land/Air
46 Kellogg Road
Essex Junction, VT 05452
(802) 878-5052

WEST VIRGINIA

CHARLESTON
Casto Motorcycle Sales
2679 Sissonville Dr.
Charleston, WV 25312
(304) 343-0486

WISCONSIN

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Larry's Cycle Inc.
3531 Sand Pit Rd.
Oshkosh, WI 54904
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